



Miami-Dade Transportation Plan Update to the Year 2030

Air Quality Conformity Determination Report

December 2004 **FINAL DRAFT**



Prepared by:



In association with:

PACO Group

Public Financial Management

Media Relations Group



TABLE OF CONTENTS

| | |
|-------------------------------------|-----|
| Table of Contents..... | ii |
| List of Tables | iii |
| List of Appendices | iii |
| Conformity Requirements..... | iv |
| Executive Summary | 1 |
| 1.0 Introduction..... | 2 |
| 2.0 Conformity Requirements..... | 3 |
| 3.0 Public Involvement..... | 12 |
| 4.0 Statement of Conformity..... | 18 |

LIST OF TABLES

| | |
|--|----|
| Table 1: Air Quality Conformity Analysis Results..... | 2 |
| Table 2: Public Involvement Activities Associated with the Year 2030 LRTP..... | 17 |
| Table 3: Cost Feasible Plan Emissions Reduction Summary | 18 |

LIST OF APPENDICES

- Appendix A: List of Acronyms
- Appendix B: Selected Model Summaries
- Appendix C: Year 2030 LRTP Cost Feasible Plan Project Lists by Conformity Horizon Year
- Appendix D: Year 2030 LRTP Cost Feasible Plan Project Map
- Appendix E: Year 2000 EMIS Model Input & Output and Supporting FSUTMS Reports/Files
- Appendix F: Year 2005 EMIS Model Input & Output and Supporting FSUTMS Reports/Files
- Appendix G: Year 2015 EMIS Model Input & Output and Supporting FSUTMS Reports/Files
- Appendix H: Year 2025 EMIS Model Input & Output and Supporting FSUTMS Reports/Files
- Appendix I: Year 2030 EMIS Model Input & Output and Supporting FSUTMS Reports/Files
- Appendix J: Letter from FHWA/FTA Approving Previous CDR
- Appendix K: Letter from FDOT Approving Previous CDR
- Appendix L: Air Quality Newsletter
- Appendix M: Year 2030 LRTP Public Involvement Brochures
- Appendix N: Year 2030 LRTP Adoption Public Hearing Advertisements
- Appendix O: MPO Year 2030 Adoption Resolution
- Appendix P: MPO Subcommittee Agendas
- Appendix Q: Agency Comments on Draft Conformity Determination Report

CONFORMITY REQUIREMENTS

| Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area | | |
|---|---|--------------------|
| ITEM NO. | Requirement | Page Number |
| 1 | A copy of the MPO's finding of conformity on the transportation plan is included. | 3 |
| 2 | An emissions reduction summary table such as Table 3 of this procedure is included. | 2 |
| 3 | The report demonstrates that the implementation of the transportation plan will contribute to annual emission reductions when compared to the 1990 base year network, and that the same is true for each analysis or horizon year. The horizon years were selected by the MPO through the Consultation Process. | 3 |
| 4 | The report documents that the transportation plan is in conformance with the SIP, the CAA, and the transportation conformity regulation, the metropolitan planning regulation, and other applicable and state requirements. | 3 |
| 5 | The report states that the transportation plan is financially constrained. | 4 |
| 6 | The dates the MPO's Technical and Citizens' Advisory Committees (TAC and CAC, respectively) reviewed the conformity finding, and the date the MPO adopted the transportation plan and its Conformity Determination Report, are indicated. | 4 |
| 7 | The MPO has documented that the contents of the transportation plan meet the requirements of 40 CFR 93.106 | 4 |
| 8 | The emissions expected from the implementation of the transportation plan are consistent with the motor vehicle emissions budgets for the MPO shown in the approved maintenance plan; emissions for each horizon year are less than the 1990 base year inventory by any non-zero amount. | 4 |
| 9 | The date the area was re-designated to attainment by EPA is shown. | 5 |
| 10 | The transportation plan conforms to the purpose of the SIP by eliminating or reducing the severity and number of violations of NAAQS and achieving expeditious implementation of such standards. | 5 |
| 11 | Page numbers in the transportation plan where financially funded Transportation Control Measure (TCM)-type strategies, programs, and projects, including CMAQ projects, as applicable, are identified. | 5 |
| 12 | The dates that FHWA/FTA made finding of conformity on the previous TIP and the TIP was approved by the Secretary of FDOT as shown. | 6 |
| 13 | The report identifies significant issues raised verbally or in writing at, | 6 |

| Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area | | |
|---|---|--------------------|
| ITEM NO. | Requirement | Page Number |
| | or subsequent to, the TAC meeting by state or local air quality agencies, and how the MPO addressed such concerns; or, the report states that no significant comments were received. | 6 |
| 14 | Relevant interagency and/or interlocal agreements necessary to implement the conformity process are documented, and the parties to the agreements and the dates executed are cited. | 6 |
| 15 | The MPO has documented how data collection, analysis, and development of the transportation plan was coordinated with the other MPOs in the same airshed (if applicable), and how the interagency consultation process was implemented to ensure consistency between emissions and conformity analyses. | 6 |
| 16 | The plan documents that the emissions budgets used in the conformity analysis are those contained in the SIP's approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118. | 7 |
| 17 | The long-range plan describes the future transportation system specifically enough to allow a determination of conformity. | 7 |
| 18 | The public involvement process is fully documented. If documented in the transportation plan rather than the plan's Conformity Determination Report, indicate the page number. | 7 |
| 19 | The MPO consulted with FDOT, FDEP, the local air quality program, transit providers, and local transportation agencies before adopting the transportation plan Conformity Determination Report. The date the public comment period began and the date the draft plan and CDR were provided to the public and agencies for review indicated. | 7 |
| 20 | The CDR documents whether significant changes were made in the conformity analysis after TAC review, indicates the purpose of the changes, the agencies consulted, the consultation process undertaken, and the outcome. | 8 |
| 21 | The report includes the MPO's written response to all significant (non-editorial) concerns of the state and local air quality agencies, whether such concerns were stated verbally or in writing. | 8 |
| 22 | The CDR explains how models to be used in the regional emissions analysis were evaluated and selected by the MPO through the consultation process. | 8 |
| 23 | If applicable, the MPO has documented that minor arterials and other transportation projects were determined through the consultation process to be regionally significant, and therefore subject to conformity analysis. | 8 |
| 24 | Projects were identified through the consultation process that | 8 |

| Name of MPO: Metropolitan Planning Organization for the Miami Urbanized Area | | |
|---|--|--------------------|
| ITEM NO. | Requirement | Page Number |
| | underwent a significant change in design concept and scope from the previous conforming transportation plan | |
| 25 | The CDR documents methodology and emissions reductions resulting from TCMs and TSMs in the plan; the CDR documents whether certain exempt projects were evaluated to determine if they should be treated as non-exempt because of potential adverse impacts on air quality, if applicable. | 8 |
| 26 | The CDR documents that all parties to the consultation process were notified by the MPO when revisions or amendments to the transportation plan and TIP added or deleted exempt projects, and the dates of such notification, as applicable. | 8 |
| 27 | The CDR documents that the EPA-approved emissions model was used, coordinated with FSUTMS and EMIS, and the use of other models was coordinated with FDOT, FHWA, DEP, and other parties | 9 |
| 28 | The sources of the most recent planning assumptions, derived from the estimates of current and future population, employment, travel, and congestion are documented. | 10 |
| 29 | The assumptions made about transit services and increases in transit fares, and road and bridge tolls over time are indicated. | 10 |
| 30 | All projects for each of the transportation plan's horizon years (including exempt projects) are listed in Appendix C of this report. | 10 |
| 31 | The report explains (as applicable) how the travel demand model VMT used as the basis for the 1990 base year emissions inventory has been adjusted to HPMS VMT and shows the results of the analysis. | 10 |
| 32 | Copies of the input files for the MOBILE model and the EMIS output files are included. | 11 |
| 33 | Projects exempt from the regional emissions analysis are highlighted in the project listings, or shown on a separate table. | 11 |
| 34 | Projects that have not completed a major step as defined in 40 CFR §51.394(c) are highlighted in the project listings, or shown on a separate table. | 11 |
| 35 | Off-model methodologies used to estimate emissions reductions from projects and programs not reflected in the transportation model are fully documented and each project or program is fully described. | 11 |
| 36 | The VMT from projects which are not regionally significant have been estimated in accordance with reasonable professional practice. | 11 |

EXECUTIVE SUMMARY

This report documents the **conformity determination** of the Year 2030 Miami-Dade County Long Range Transportation Plan (LRTP) and the **conformity redetermination** for the FY 2005-2009 Transportation Improvement Program (TIP), a subset of the Year 2030 LRTP, in fulfillment of the requirements of the 1990 Federal Clean Air Act Amendments. This Conformity Determination Report (CDR) documents that implementation of projects listed in Appendix C, the Cost Feasible Plan Project Lists by Conformity Horizon Year, will contribute to emissions in the analysis years of:

- Year 2005 “Cost Feasible;”
- Year 2015 “Cost Feasible;”
- Year 2025 “Cost Feasible;” and
- Year 2030 “Cost Feasible.”

This report also establishes that as adopted the following:

- The TIP is a subset of the Year 2030 Long Range Transportation Plan.
- The LRTP is consistent with 23 CFR Part 450, Subpart C in that it is financially constrained.
- The contents of the LRTP meet the requirements of 40 CFR 93.106 governing the required content of transportation plans.
- The emissions from the implementation of the LRTP are consistent with the motor vehicle emissions budgets for the MPO as shown in the approved maintenance plan.
- The 2030 LRTP conforms to the purpose of the State Implementation Plan (SIP) by eliminating the number of violations of National Ambient Air Quality Standards (NAAQS) and achieving expeditious implementation of such standards.
- During the Maintenance Period, the emissions from the implementation of the LRTP are consistent with the motor vehicle emission budgets in the approved maintenance plan.
- Both the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, air quality conformity determination were locally approved by the Miami Dade Metropolitan Planning Organization (MPO) Governing Board on November 18, 2004.
- The plan documents that the emissions budgets used in the conformity analysis are those contained in the SIP’s approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118.

Projected emissions were calculated using the travel demand model and Mobile6. The results of the air quality conformity analysis are summarized in the table below.

Table 1: Air Quality Conformity Analysis Results

| Model Year | Model Alternative | Population | Employment | VOC* (2005 & 2015 Budget=74.60) | NOx* (2005 & 2015 Budget=127.5) |
|-------------------|--------------------------|-------------------|-------------------|--|--|
| 2000 | Base Year | 2,204,700 | 1,183,300 | 89.95 | 139.57 |
| 2005 | Interim Cost Feasible | 2,316,900 | 1,283,800 | 64.37 | 109.99 |
| 2015 | Interim Cost Feasible | 2,721,700 | 1,425,400 | 35.51 | 45.62 |
| 2025 | Interim Cost Feasible | 3,006,700 | 1,535,300 | 27.35 | 26.49 |
| 2030 | Interim Cost Feasible | 3,149,300 | 1,590,200 | 28.27 | 24.27 |

*All emissions are in tons per day

1.0 INTRODUCTION

The Miami-Dade Long Range Transportation Plan must conform to the provisions of the Clean Air Act Amendment (CAAA) of 1990 in addition to being financially feasible. The United States Environmental Protection Agency (USEPA) designated Miami-Dade County as a moderate non-attainment area for national ozone standards. In 1995 the USEPA re-designated Miami-Dade County to attainment status, which means that for a twenty-year period, Miami-Dade County must demonstrate conformity to the maintenance plan through its Long Range Transportation Plan and Transportation Improvement Plan.

Effective in June, 2004, the EPA transitioned to the 8-hour ozone and fine particulate matter (PM_{2.5}) National Ambient Air Quality Standards (NAAQS) for transportation conformity. The new standard is based on averaging air quality measurements over 8-hour blocks of time for a three year periods, instead of the 1-hour time period mandated by the previous standard. The 8-hour standard is more representative of conditions occurring over a long-term exposure. As a maintenance area under the 1-hour rule, Miami-Dade County is subject to conformity for a statutory one-year grace period after being re-designated as attainment by the new standards (June, 2005 the end of the one-year period). The Air Quality analysis for the 2030 Plan is based on the new 8-hour NAAQS.

The highway and transit projects included in the air quality analysis are listed by priority in the LRTP Summary Document and by conformity horizon year (open-to-traffic year) in Appendix C of this report. Projected emissions were calculated using the travel demand model and Mobile6. The emissions calculated by the emission program (EMIS) are to be converted by a factor in order to be consistent with the highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000 (validation year), adjusted to account for the peak ozone season (45,216,790), is

divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS, the file used by the Florida Standard Urban Transportation Model Structure software to define Miami-Dade County specific model parameters.

2.0 CONFORMITY REQUIREMENTS

The Florida Department of Transportation (FDOT) has outlined thirty-six items to be addressed by this conformity determination report in order to fulfill the requirements of the Clean Air Act Amendments of 1990. This section provides a detailed response to each of the thirty-six items identified in the *District Review of Conformity Determinations* (Topic 525-010-014-g).¹

Item 1

The MPO certifies that the Year 2030 Long Range Transportation Plan and its subset, the FY 2005-2009 TIP, meet the criteria for air quality as set forth in the Clean Air Act Amendments of 1990.

Item 2

Emissions Reduction Summary Tables are included herein on page 18.

To illustrate the conformity determination, a brief synopsis of results are presented on page 4 for the Emission Budget Test and the Conformity of the Year 2030 Long Range Transportation Plan and its subset, the FY 2005-2009 TIP.

Item 3

This conformity determination documents that implementation of the projects listed in the Miami-Dade County Year 2030 LRTP and its subset, the FY 2005-2009 TIP, will contribute to emissions reductions when compared to the 1990 base year network, and that the same is true for each analysis or horizon year. The entire Southeast Florida airshed (Miami-Dade, Broward and Palm Beach Counties) has used 2000 as a common base year for coordination purposes. The horizon years were selected by the MPO through the consultation process while following all applicable state and federal guidelines.

Item 4

Furthermore, this report documents that the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, are in conformance with the emissions budgets contained in the State Implementation Plan (SIP), the metropolitan planning regulation, and the requirements of the Clean Air Act Amendments (CAA) of 1990.

¹ Florida Department of Transportation, Office of Policy Planning (July 9, 1998) *District Review of Conformity Determinations*, FDOT: Tallahassee, FL (525-010-014-g).

Item 5

The Plan is consistent with 23 CFR Part 450, Subpart C in that it is financially constrained. Further detailed discussion of the financial constraints is offered in the Year 2030 LRTP document.

Item 6

The dates the MPO's Technical and Citizens' Advisory Committees (TPTAC and CAC, respectively) reviewed the conformity finding, and the date the MPO adopted the transportation plan and its Conformity Determination Report, are indicated below.

The Transportation Planning Council (TPC) membership includes the directors and representatives from: the transit operator (MDT), the Florida Department of Environmental Protection (FDEP), the Miami-Dade County Department of Environmental Resources Management (DERM), the Florida Department of Transportation (FDOT) District 6, the Florida Turnpike Enterprise, the Miami-Dade Expressway Authority (MDX), the Miami-Dade County Public Schools, and Miami-Dade County Departments of Public Works, Aviation, Seaport, Information Technology (ITD), and South Florida Regional Transportation Authority (SFRTA); plus, representatives from the most populous cities in the county (Miami, Hialeah, Miami Beach, North Miami, Miami Gardens) and the Dade League of Cities representing citizens from all municipalities.

The TPC was presented with preliminary Year 2030 LRTP documentation at its September 20, 2004 and October 12, 2004 meeting. At the November 8, 2004 meeting, the TPC approved the Year 2030 LRTP and its subset, the FY 2005-2009 TIP.

The Citizens Transportation Advisory Committee (CTAC) advises the MPO Governing Board and the Board of County Commissioners on achieving quality transportation facilities and programs for the citizens of Miami-Dade County. CTAC participated in the review and development of the Year 2030 LRTP starting at its March 23, 2004 meeting. CTAC hosted a series of public meetings with the Miami-Dade citizenry for the development of the 2030 LRTP as follows: July 20th (North and Northwest areas) – July 21st (Beach/CBD and West areas) – July 22nd (Central and South Areas), July 26th (Joseph Caleb Center).

Item 7

The contents of the transportation plan meet the requirements of 40 CFR 93.106 governing the required content of transportation plans.

Item 8

The emissions expected from the implementation of the transportation plan are consistent with the motor vehicle emission budgets for the MPO as shown in the approved maintenance plan; emissions for each horizon year are less than the 1990 base year inventory by any non-zero amount. No goals, directives or recommendations contained

within the adopted Year 2030 Long Range Transportation Plan will be in conflict with the goals and intent of the SIP. The Year 2030 LRTP will conform to the purpose of the SIP by eliminating the number of violations of National Ambient Air Quality Standards (NAAQS). Projects in the Year 2030 LRTP will contribute to the expeditious implementation of the NAAQS and will not cause or contribute to any new violation of any standard, increase the frequency or severity of any existing violations of any standards, or delay the timely attainment of any standards or any required interim emission reductions or other milestones in the area.

Item 9

On April 25, 1995, the U.S. Environmental Protection Agency (USEPA) redesignated the Southeast Florida Airshed (made up of Miami-Dade, Broward and Palm Beach Counties) from moderate non-attainment for the pollutant ozone to attainment status. The Florida Department of Environmental Protection (FDEP) submitted the redesignation request and maintenance plan for the Southeast Florida Airshed on November 8, 1993, as an amendment to the SIP. On December 20, 2002, the Florida Department of Environmental Protection (FDEP) submitted revisions to the State Implementation Plan (SIP) to the USEPA. The USEPA issued a final rule effective April 13, 2004, approving the revisions. The adjusted emissions budgets in the SIP for Miami-Dade are the caps used here to demonstrate conformity of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, with the requirements of the CAAA.

Item 10

The Year 2030 LRTP and its subset, the FY 2005-2009 TIP, will conform to the purpose of the SIP by eliminating the number of violations of National Ambient Air Quality Standards (NAAQS) and achieving expeditious implementation of such standards. Emissions resulting from the implementation of the Year 2030 Long Range Transportation Plan were compared to the emission budgets established by the redesignation request maintenance plan. Implementation of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, is estimated to result in emissions which fall below the emissions budget set for the analysis years of 2005, 2015, 2025, and 2030. During the Maintenance Period, the emissions expected from the implementation of the long-range plan are consistent with the motor vehicle emission budgets in the approved maintenance plan (51.428 and 51.430).

Item 11

Even though there are no required Transportation Control Measures (TCMs) in the Florida SIP, voluntary TCM strategies are recommended. No off-model air quality emission benefits are claimed as part of this Air Quality Conformity Determination Report.

While no CMAQ projects are TCMs, the long-range plan identified some TCM-type strategies, programs or projects. These TCMs are intended to reduce single occupant vehicles (SOV), reduce traffic congestion and increase transit usage and the use of high occupancy vehicles (HOVs). Existing TCM activities include: Metrobus (72 routes), Metrorail (21 miles), Metromover (1.9 miles), Park-and-Ride and HOV Parking Lots,

Exclusive Bus and Carpool Lanes, Miami-Dade Traffic Control System, Bikeways, Transportation System Management (TSM), Intelligent Transportation System (ITS), Incident Management, and Transportation Demand Management activities (TDM).

Item 12

Federal Conformity findings on the FY 2005-2009 TIP and re-determination of conformity of the Year 2025 LRTP Conformity (previous Plan), by FHWA/FTA were approved September 30, 2004. The approval letter from FHWA/FTA is in Appendix J.

The US Environmental Protection Agency (USEPA) recommended to FHWA/FTA approval of the Miami-Dade County's program in a letter dated August 11, 2004. Florida's Secretary of Transportation, on letter dated August 31, 2004, submitted the State TIP to FHWA for review and approval. These letters are included in appendices J and K, respectively, of this report

Item 13

FDOT District 6 and FHWA Florida Division Office provided comments and input which have been incorporated to this report. No other significant concerns were received by the MPO from outside parties, state or local air quality agencies. These comments can be found in Appendix Q of this report.

Item 14

Relevant interagency and/or interlocal agreements necessary to implement the conformity process and the parties to the agreements and the dates executed are cited as follows:

Memorandum of Agreement (MOA)

At its June 2, 1998 meeting, the MPO Governing Board passed Resolution # 13-98 approving an amendment to the MOA. The County Manager executed the MOA by signing, on behalf on the MPO, the local air agency (DERM) and the local transit operator (MDT), on June 6, 1998. Previously, the Metropolitan Planning Organization for the Miami Urbanized Area had approved, on September 22, 1994, a Memorandum of Agreement (MOA) implementing the conformity criteria and consultation procedures revision to the Florida State Implementation Plan (SIP) pursuant to the Clean Air Act Amendments of 1990. This MOA was amended to reflect revisions published by the United States Environmental Protection Agency (EPA) on November 15, 1995. The MPO Governing Board approved the proposed amendment by MPO Resolution #46-96 of July 11, 1996.

Item 15

Data collection, analysis, and development of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, was coordinated with the other MPOs in the same airshed, and the interagency consultation process was implemented to ensure consistency between emissions and conformity analyses. Once the consultant team was on-board, and the scope of services established, the Broward County LRTP Project Manager was invited to participate in the selection committee, and data was exchanged between the counties to

ensure that roadway and transit projects were in sync across the county line. Similarly, concepts, methods and results were exchanged, as the respective plans were developed.

Both the Broward County MPO and Palm Beach County MPO were consulted throughout the process through the Inter-MPO for Air Quality (IMAQ) Subcommittee Meetings. These regularly scheduled meetings allowed for consultation and coordination between the MPOs within the Southeast Florida Airshed. A teleconference meeting of the Air Quality Interagency Consultation Partners was held on September 24, 2004. At this meeting Air Quality results for the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, were discussed.

Item 16

The plan documents that the emissions budgets used in the conformity analysis are those contained in the SIP's approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118.

Item 17

The long-range plan describes the future transportation system specifically enough to allow a determination of conformity.

The 2030 LRTP Summary Document report contains the plan's project priority listings (pages 22 through 37). The lists in Appendix C of this report contain the projects in the Cost Feasible Plan, listed by conformity horizon year. The map in Appendix D of this report visually displays the projects' general geographic location and depicts highway and transit improvements included in the Year 2030 Cost Feasible Plan

Item 18

The public involvement process is fully documented in Section 3.0 of this document (pages 12 through 17), including a listing of all public involvement activities undertaken throughout the Plan development process.

Item 19

The MPO consulted with FDOT, FDEP, the local air quality program, transit providers, and local transportation agencies before adopting the transportation plan Conformity Determination Report.

A teleconference meeting of the Air Quality Interagency Consultation Partners was held on September 24, 2004. The MPO was not available to participate in the teleconference, however communication and coordination with air agencies occurred after the teleconference via e-mail. At this meeting Air Quality results for the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, were discussed.

Membership of the Air Quality Interagency Consultation partners include EPA Region IV (Atlanta), FHWA Florida Division Office, FTA Region IV (Atlanta), FDEP Central and Regional Offices, FDOT Central Office, FDOT Districts 4, and 6, the MPOs in

Broward, Palm Beach and Miami-Dade and their respective local air agencies and local transit providers .

Item 20

Up to September 30, 2004, no significant changes were made in the conformity analysis after the TPC review. Reviews by other committees are still ongoing. The CDR was adopted by the MPO Governing Board at its November 18, 2004 meeting.

Item 21

No significant concerns were received by the MPO from other outside parties, and no major concerns needed to be addressed verbally or in writing to any significant (non-editorial) concerns of any other state and local air quality agencies.

Item 22

No regional model was used for emissions analysis. Each County within the Southeast Florida Airshed used their own urban model for emission analysis.

Item 23

The MPO through the consultation process with Broward and Palm Beach Counties and FDOT Districts 4 and 6 and the South Florida Regional Transportation Authority has coordinated to identify a number of corridors of regional significance included as part of the Regional chapter of the 2030 plan.

Item 24

No projects identified through the consultation process have undergone a significant change in design concept and scope from the Year 2025 LRTP, which is the previous conforming transportation plan and its subset, the FY 2002-2006 TIP.

Item 25

No particular methodologies, such as off-model techniques to determine emission reduction benefits from Transportation Control Measures (TCM) or Transportation Systems Management (TSM), were used as part of this Plan Update. No emission benefits or emission reductions resulting from implementation of TCMs or TSMs in the plan are claimed. No particular exempt project was evaluated to determine if they should be treated as non-exempt because of potential adverse impacts on air quality.

Item 26

All parties to the consultation process were notified by the MPO when revisions or amendments to the transportation plan added or deleted exempt projects, and the dates of such notification.

The 2030 LRTP was approved by the MPO at its meeting of November 18th,2004. The previous plan, the 2025 LRTP, was originally adopted at the December 6, 2001 the MPO Governing Board Meeting. The previous 2025 Plan was amended as follows:

- ✓ October 24, 2002 by MPO Resolution to advance the North Dade Transit Corridor to Priority I.
- ✓ February 6, 2003 by MPO Resolution to advance East-West Multimodal Corridor to Priority I from Priority IV Unfunded.
- ✓ March 13, 2003 by MPO Resolution for US-1/Dixie Highway Premium Transit Corridor for purposes of preparation of preliminary studies only. Project construction remains in Priority IV Unfunded.
- ✓ April 24, 2003 by MPO Resolution advancing to Priority I (from Priority IV) the widening (from 2 to 4 lanes) of SW 56 Street from SW 158 Avenue to SW 152 Avenue. In addition the amendment approved the future widening of SW 56 Street west of 164 Avenue to be funded by Developer.
- ✓ October 23, 2003 by MPO resolution, a series of amendments requested by Public Works Department were approved as follows: removal from plan of the project NW 170 St widening from 2 to 4 lanes (from NW 87 to NW 77 Av); adding traffic calming measures South Miami Avenue (from SW 25 Rd. to SW 15 Rd); lane reduction (from 5 to 2 lanes) for SW 62 Ave from SW 70 to SW 64 St; widening SW 160 Street from 2 to 4 lanes (from SW 147 to W 137 Ave); adding a new 4-lane bridge at NW 138 Street over Miami Canal.

No other amendments to the 2025 LRTP (the previous plan) were made. Amendments made to the previous 2025 LRTP were all advertised as public hearings before being adopted by the MPO Governing Board.

Item 27

The EPA-approved emissions model was used, coordinated with FSUTMS and EMIS. The use of MOBILE6 was coordinated with FDOT, FHWA, FDEP, and other regional and local parties.

Projected emissions were calculated using the travel demand model and Mobile6. The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000 (validation year), adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS.

Item 28

The Year 2030 LRTP documents that the most recent planning assumptions, derived from the estimates of current and future population, employment, travel, and congestion were used in its development.

The Miami-Dade County Planning Department developed the socioeconomic data for the Year 2030 LRTP and its subset, the FY 2005-2009 TIP. This data included population, employment, school enrollment, and other data for the base year 2000 and the horizon year 2030. This data serves as input into the travel demand model and is used to forecast future travel demand and future congestion.

The Florida Standard Urban Transportation Model Structure (FSUTMS), the travel demand model supported by the Florida Department of Transportation and used by MPOs and transportation agencies throughout the State of Florida, is the travel demand model used for the Miami-Dade Transportation Planning Model (MTPM). The model used for this 2030 plan update utilizes a “lifestyle” based trip production model and double-digit facility type and area type coding (first used for the 2025 update). Data collected from the Southeast Florida Regional Travel Characteristics Study have been incorporated into the model to facilitate these enhancements. The model was validated to 2000 base conditions and used to predict future year travel and congestion.

Item 29

There were no changes in the assumptions made about transit services and increases in transit fares, and road and bridge tolls.

Item 30

All projects included in the Plan are listed in separate tables for each air quality conformity horizon year in Appendix C. Appendix D depicts highway and transit improvements that will be open to traffic by the year 2030, including projects funded in the 2005 TIP.

Item 31

Projected emissions were calculated using the travel demand model and Mobile6.

Compliance with VMT FACTOR: The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS.

The reported HPMS VMT value for Miami-Dade County for 2000 (validation year), adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.9990794. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS

$$\begin{aligned} \text{VMT Factor} &= \frac{\text{HPMS VMT}}{\text{EMIS VMT}} = \frac{45,216,790}{45,258,452} = 0.9990794 \\ & \\ \end{aligned}$$

The Highway Performance Monitoring Systems (HPMS) VMT data is required to be used for estimating all emission values (40 CFR §51.452 (b) (2)).

Item 32

Copies of the input files for the MOBILE model and the EMIS output files are included in appendices E through H of this report.

Item 33

There are no projects exempt from the regional emissions analysis included as part of this Year 2030 LRTP Update.

Item 34

There are no projects that have not completed a major step as defined in 40 CFR §51.394(c) highlighted in the project listings, or shown on a separate table.

§51.394 Applicability (B) During the transitional, control strategy, and maintenance periods, the applicable implementation plan (or implementation plan submission) established a budget for such emissions as part of reasonable further progress, attainment or maintenance strategy.

(c) Limitations: (1) Projects subject to this regulation for which NEPA process and a conformity determination have been completed by FHWA or FTA may proceed toward implementation without further conformity determinations if one of the following major steps has occurred within the past three years: NEPA process completion; start of final design; acquisition of a significant portion of the right-of-way; or approval of the plans, specifications and estimates. All phases of such projects which were considered in the conformity determination are also included, if those phases were for the purpose of funding, final design, right-of-way acquisition, construction, or any combination of these phases.

Item 35

EPA-approved emissions estimating model MOBILE6 was used.

The emissions calculated by the EMIS program are to be converted by a factor in order to be consistent with the highway statistics collected for the Highway Performance Monitoring System (HPMS). This HPMS factor is the ratio of the HPMS total vehicle miles traveled (VMT) to the VMT calculated for the same year by EMIS. The reported HPMS VMT value for Miami-Dade County for 2000 (validation year), adjusted to account for the peak ozone season (45,216,790), is divided by the EMIS VMT (45,258,452) resulting in an adjustment factor of 0.999079. This factor is referred to as the EMISFAC and it is found in the PROFILE.MAS.

Item 36

The VMT from projects which are not regionally significant have been estimated in accordance with reasonable professional practice.

3.0 PUBLIC INVOLVEMENT

Public involvement is an important aspect of all transportation planning projects. Prior to the Long Range Transportation Plan (LRTP) approval, MPOs must provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit and other interested parties with an opportunity to comment on the LRTP, as required by federal requirements.

The Miami-Dade MPO was committed to assure that opportunities for public involvement were available throughout the duration of the project for other public agencies, stakeholders, property owners, business interests, community groups, environmental agencies and the general public. The Miami-Dade MPO offered open, frequent, and effective public participation activities throughout the project. The input obtained from the public was considered during the development of the 2030 Plan Update.

In December 2003, the *Long Range Transportation Plan Update (to the Year 2030) Public Involvement Plan & Program* was developed as a project specific Public Involvement Program (PIP) to complement the MPO Public Involvement Program. The project PIP identifies the mechanisms that were available to interested individuals and groups to participate in the planning process of the 2030 Plan. The project PIP also identifies the methods of project coordination that were employed, business and community groups, public organizations, elected and appointed officials and agencies having jurisdictional responsibilities over planning and transportation issues. Public Involvement goals were developed to guide the consensus building process.

Goal 1: Provide sufficient opportunities of various types for stakeholders to participate in the project and provide input.

Objectives: Facilitate an active role for citizens in the planning process at key decision points throughout the study period. Minimize misinformation through accurate and two-way public communication and active listening.
Strive for consensus on project decisions, products, and recommendations.

Goal 2: Promote effective intergovernmental coordination.

Objectives: Identify and provide information linkages to crucial community interests.
Build credibility and support for the study process and foster an attitude of cooperation.

Inform project participants in order to provide a working knowledge of transportation, land use, and community development concepts.

Goal 3: Present public information in a clear, concise, and understandable format.

- Objectives:**
- Minimize the use of technical jargon in public informational materials and presentations.
 - Encourage the use of effective graphics to illustrate project concepts.
 - Provide opportunities for one-on-one discussions with knowledgeable project personnel to answer specific questions about the project and address community concerns.

The following direct communication techniques were employed to notify the public about the 2030 Plan, to inform the public about the current status of the project and future activities and to solicit public input during the study.

Internet Addresses

The MPO maintained and published an internet address at <www.miamidade.gov/mpo> used by the public to transmit questions and comments concerning the Plan Update to the project team. All comments were documented.

Countywide Mailing List

The MPO maintained a permanent mailing list of all elected officials, MPO committee members, federal, state, and local agencies, community groups, and individuals interested in long-range transportation planning issues in Miami-Dade County. This mailing list was used as a basis for the dissemination of projects brochures, special notifications, and other messages that are appropriate for this group.

Citizens Transportation Advisory Committee (CTAC) Meetings

MPO staff presented information about the July 2004 LRTP Public Workshops to the CTAC at the May 26, 2004 meeting.

Transportation Planning Council (TPC) Meetings

Three presentations were made to the TPC during key points in the study process and included the following:

- April 2004 – Travel Demand Model
- September 2004 – Cost Feasible Plan information item
- October 2004 – Cost Feasible Plan approval

All comments provided by the TPC concerning the 2030 Plan Update were documented.

Newspaper Advertisements

Under Florida law, all public meetings and workshops must be advertised in a newspaper of general circulation so that the public has an opportunity to attend such meetings.

These advertisements were used to announce the date, time, and location of area-specific public meetings. Special efforts were made to make the announcement in local publications such as the *Miami Herald*, *El Nuevo Herald* and *En Marche*, with high levels of readership in the respective study area.

News Releases to Local Media

A press release was prepared and sent to the local media requesting citizen participation in the future of Miami-Dade County's transportation system by attending the Long Range Transportation Plan Workshops held in July 2004. The date, time and location of the workshops were provided.

Radio and Television Shows

Community involvement in the LRTP process was discussed during radio and TV shows. The MPO produced a radio show with the Haitian AM station, WRHB Radio Carnivale on February 7th, 2004. This broadcast was taped live and was translated from English to Creole. The show began with a brief introduction on the role of the MPO and discussed how the Haitian community can become involved in the LRTP process.

The MPO taped a television program that aired on the Haitian Television Network (HTN) on February 8th, 2004. The program was taped in English and translated to Creole to provide transportation information to the Haitian community. The broadcast featured an introduction on the MPO and how the community could become involved in the LRTP process. In addition, Phillip Brutus interviewed MPO project managers on transportation issues affecting the Haitian community.

Multi-lingual written materials, project brochures, and graphic displays

Written materials and graphic displays with easy-to-understand text, maps, photographs, and other media were used to convey technical information in clear terms to the general public concerning the project. Large-size, colorful graphics, and maps were used during public meetings to facilitate the public's understanding of the 2030 Plan its issues.

Brochures were developed at key points in the project including at the project start, prior to the public workshops and after the adoption. The first brochure explained the purpose and importance of the Long Range Transportation Plan Update, and how to get involved. This brochure was produced in English, Spanish and Creole.

The second brochure explained the future socio-economic (population and employment) conditions that are expected in the Year 2030, Miami-Dade County's associated travel needs within the 21-year horizon, and the potential opportunities to improve the County's highway and public transportation system to meet those needs. This was a countywide brochure produced in English, Spanish, and Creole.

Individual planning area brochures were produced for the six planning areas including: North, Northwest, Beach/CBD, Central, West and South in conjunction with the countywide brochure for the public workshops. These brochures were produced in English and Spanish.

The third brochure will summarize the findings of the study process and will identify the final recommendations for the 2030 Plan. This brochure will be used after the 2030 Plan is adopted to document the final plan development process. This brochure will be produced in English and Spanish and may be used as an insert for the *Miami Herald* and *El Nuevo Herald* newspapers.

Environmental Justice

The Transportation Equity Act for the Twenty-first Century (TEA-21) defines the traditionally underserved as "...including, but not limited to, low-income and minority households." Special outreach efforts were made to the traditionally underserved population groups by holding community workshops throughout Miami-Dade in locations convenient to these individuals. These special efforts were attempted to encourage participation and input including minorities, senior citizens, low income, non-English speaking, and illiterate.

Community Workshops

A series of community workshops were held in the summer of 2004 at the time when the Plan's goals, objectives, and policies, and the technical information concerning the future travel needs were available for discussion by the public. Project staff from the consultant team and the MPO staff were available to explain the 2030 Plan, its issues and implications as well as answer questions from attendees. Homeowner Associations were contacted to attend the workshops. All public comments were documented. The workshops were held as follows:

- July 20, 2004 -North Dade Regional Library
- July 20, 2004 -Miami Lakes Library
- July 21, 2004 -Miami Beach City Hall
- July 21, 2004 -West Kendall Regional Library
- July 22, 2004 -South Miami City Hall
- July 22, 2004 -Homestead City Hall
- July 26, 2004 -Joseph Caleb Center

MPO Public Hearing

Near the end of the 2030 Plan development process, a public hearing was held at a regularly scheduled MPO Governing Board meeting to meet the federal and state transportation planning requirements. This public hearing was advertised and the 2030 Plan documents will be available for inspection by the public. The public hearing for the 2030 Plan Update adoption was held at the November 18, 2004 MPO Governing Board meeting.

Additional Activities

The MPO has researched and developed several additional activities to increase public participation in the Plan Update. These innovative activities include presenting the information to locations where people gather and distributing information through new channels. These proposed additional activities included the following:

- **Cultural Events** - The MPO coordinated bi-monthly public outreach events with some taking place at local cultural events. During these events, the MPO provided information on the development of the 2030 Plan to the public.
- **2030 LRTP Update Website** - The MPO dedicated a section of their website <www.miamidade.gov/mpo> exclusively for the 2030 Plan that provided both written and visual information. The 2030 Plan section contained up-to-date progress of the project including meeting agendas, meeting summaries, and maps. The public was able to provide comments on the 2030 Plan to the MPO through this portal.
- **Miami-Dade County Library** - The countywide brochure was distributed throughout the Miami- Dade County Library system.
- **Interactive Town Hall Meeting** - The CTAC hosted a Town Hall Meeting in the County Commission Chambers that allowed the general public to comment via e-mail, fax, telephone, or in person in March 2004. Project staff was available to answer questions. This meeting was held in conjunction with the public comment period on the draft Transportation Improvement Program (TIP).
- **MPO Newsletters** - The countywide brochure was turned into a newsletter and mailed to over 2000 entities. In addition, the Spring 2005 Newsletter will focus exclusively on the outcome of activities associated with the LRTP cycle.
- **Accommodations for the Disabled** - The MPO encouraged participation in the 2030 Plan by disabled individuals by providing special accommodations. All public workshops and the public hearings were held in buildings that are physically accessible to the disabled. All meeting announcements included information directing any disabled individuals that need special accommodation to participate in the public meetings to call the MPO Office for assistance.

Table 2 shows a list of community outreach events sponsored by the MPO through the development of the 2030 LRTP.

Table 2: Public Involvement Activities Associated with the Year 2030 LRTP

| Community Outreach Events | | | | |
|--|---------------------------------|-------------------------|-------|---------------|
| Event Name | Address | City | State | Date of Event |
| Commissioner Moss' Park Dedication | SW 164 Street and SW 157 Avenue | Miami | FL | 6/7/2003 |
| Ludlam Trail Event | | South Miami | FL | 8/9/2003 |
| WQBA Palmetto Station Remote | | Miami | FL | 9/4/2003 |
| Orange Ribbon Day | | Miami Beach | FL | 10/14/2003 |
| Transportation Conference 2003 | 400 SE 2nd Avenue | Miami | FL | 11/8/2003 |
| Miami Lakes Bike Radio | | Miami Lakes | FL | 11/8/2003 |
| Bike and Ride Day | | Miami | FL | 11/14/2003 |
| District 6 Annual Holiday Toy Drive and Party | 351 SW 4 Street | Miami | FL | 12/6/2003 |
| Delcalzi vs. Brown | 7400 NW 75 Street | Medley | FL | 12/8/2003 |
| Commissioner Moss's Open House | 111 NW First Street | Miami | FL | 12/20/2003 |
| Project ANA | | Coral Gables | FL | 1/22/2004 |
| SIS Public Workshop | | Miami | FL | 1/23/2004 |
| MDPD Animal Services Unit | | Miami | FL | 2/21/2004 |
| South Dade Immigrant Rights Fair | | Florida City | FL | 2/28/2004 |
| Directors Meeting | | Miami | FL | 3/17/2004 |
| The Department of Human Services Directors Meeting | 2340 SW 32nd Avenue | Miami | FL | 3/17/2004 |
| Barry University Commuters Services Open House | | Miami Shores | FL | 3/18/2004 |
| Barry University Commuter Services Open House | | Miami Shores | FL | 3/19/2004 |
| Mickosoukee Indian Tribe Health Fair | | Mickosoukee Reservation | FL | 3/24/2004 |
| Coral Gables Methodist Church Silver Club | 536 Coral Way | Coral Gables | FL | 3/25/2004 |
| Miami Beach Fitness Festival | | Miami Beach | FL | 3/27/2004 |
| Directors Meeting for Department of Human Services | 1701 NW 30th Avenue | Miami | FL | 4/2/2004 |
| St. Brendan High School Career Day | | Miami | FL | 4/2/2004 |
| 8th Annual Miami Riverday | | Miami | FL | 4/10/2004 |
| Orientation Resource/Club Fairs | | Miami | FL | 4/13/2004 |
| FIU Earth Day | FIU Preserve | Miami | FL | 4/14/2004 |
| Neighborhood P.R.I.D.E. Week | | Miami | FL | 4/24/2004 |
| Men's Health Fair | 16900 SW 100th Avenue | Perrine | FL | 6/19/2004 |
| Commissioner Rebeca Sosa's Community Outreach Even | 901 east 10 Avenue | Hialeah | FL | 7/8/2004 |

| Community Outreach Events | | | | |
|--|---------------------|--------------|--------------|----------------------|
| Event Name | Address | City | State | Date of Event |
| The Shops at Sunset Mall | 5701 Sunset Drive | South Miami | FL | 7/13/2004 |
| Head Start Annual Training Conference | 400 SE 2 Avenue | Miami | FL | 8/9/2004 |
| Florida City/ Homestead Neighborhood Service Cente | 1600 NW 6 Court | Florida City | FL | 8/24/2004 |
| Jackson Memorial Hospital | 1611 NW 12 Avenue | Miami | FL | 8/27/2004 |
| Community Council Area 12 | 9101 SW 97th Avenue | Miami | FL | 9/15/2004 |

4.0 STATEMENT OF CONFORMITY

Emissions resulting from the implementation of the Year 2030 Long Range Transportation Plan were compared to the emission budgets established by the designation request maintenance plan. **Table 3** illustrates that implementation of the Year 2030 LRTP and its subset, the FY 2005-2009 TIP, is estimated to result in emissions which fall below the emissions budget set for the analysis years of 2005, 2015, 2025 and 2030. During the Maintenance Period, the emissions expected from the implementation of the long-range plan are consistent with the motor vehicle emission budgets in the approved maintenance plan (§51.428 and §51.430).

To establish conformity, the MPO has followed the Florida Department of Transportation, Topic No. 525-010-014-g of July 9, 1998 and titled "District Review of Conformity". This procedure supplements USEPA's transportation conformity regulation (40 CFR Part 51) and was prepared by the FDOT Office of Policy Planning. The FDOT Directive addresses the transportation and air quality planning methodology to be employed by the State's urban areas using the Florida Standard Urban Transportation Model Structure (FSUTMS) and the Mobile Emissions Series Models to assess the status of air quality compliance efforts.

Table 3: Cost Feasible Plan Emissions Reduction Summary

| Parameter | 2005 & 2015 | | 2005 | 2015 | 2025 | 2030 |
|--------------------|-------------------------|------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| | 1990 | Emission Budget ¹ | | | | |
| Population | 1,937,800 | --- | 2,316,900 | 2,721,700 | 3,006,700 | 3,149,300 |
| VMT | 34,349,104 ² | --- | 49,912,500 ² | 57,367,700 ² | 64,664,200 ² | 68,639,800 ² |
| NOx (tons per day) | 117.70 ¹ | 127.50 | 109.99 ² | 45.62 ² | 26.49 ² | 24.27 ² |
| VOC (tons per day) | 156.60 ¹ | 74.60 | 64.37 ² | 35.51 ² | 27.35 ² | 28.27 ² |

¹Source: Approved Air Quality Maintenance Plan (2005-2015) – Dade, Broward, and Palm Beach counties

²Source: EMIS.OUT

APPENDIX A

LIST OF ACRONYMS

LIST OF ACRONYMS

| | |
|--------|---|
| CAA | Clean Air Act Amendments |
| CAC | Citizens Advisory Committee |
| CDR | Conformity Determination Report |
| CTAC | Citizens Transportation Advisory Committee |
| DERM | Department of Environmental Resources Management |
| EPA | Environmental Protection Agency |
| FDEP | Florida Department of Environmental Protection |
| FDOT | Florida Department of Transportation |
| FHWA | Federal Highway Administration |
| FSUTMS | Florida Standard Urban Transportation Model Structure |
| FTA | Federal Transit Administration |
| HBW | Home Based Work |
| HOV | High Occupancy Vehicles |
| HPMS | Highway Performance Monitoring System |
| ICS | Intelligent Corridor System |
| ITD | Information Technology Department |
| LRTA | Long Range Transportation Plan |
| MDT | Miami-Dade Transit |
| MDX | Miami-Dade Expressway Authority |
| MOA | Memorandum of Agreement |
| MPO | Metropolitan Planning Organization |
| NAAQS | National Ambient Air Quality Standards |
| NOx | Nitrogen Oxides |
| SIP | State Implementation Plan |
| SOV | Single Occupant Vehicle |
| TCM | Transportation Control Measures |
| TDM | Transportation Demand Management |
| TIP | Transportation Improvement Program |
| TPC | Transportation Planning Council |
| TPTAC | Transportation Planning Technical Advisory Committee |
| TSM | Transportation System Management |
| VHT | Vehicle Hours Traveled |
| VMT | Vehicle Miles Traveled |
| VOC | Volatile Organic Compound |

APPENDIX B

SELECTED MODEL SUMMARIES

FSUTMS HEVAL / Mobile6 EMIS Emission Results Summary

| Parameter | Year | | | | |
|---|------------|------------|------------|------------|------------|
| | 2030 | 2025 | 2015 | 2005 | 2000 |
| Vehicle-Miles-of-Travel ¹ | 68,639,800 | 64,664,200 | 57,367,700 | 49,912,500 | 45,100,700 |
| Vehicle-Hours-of-Travel ¹ | 4,214,800 | 3,583,900 | 2,800,600 | 2,440,400 | 2,043,200 |
| Vehicle-Hours Delay due to Congestion ² | 2,263,400 | 1,740,400 | 1,155,200 | 1,008,700 | 741,100 |
| Volume-to-Capacity Ratio (systemwide) ² | 0.99 | 0.94 | 0.88 | 0.84 | 0.79 |
| Average Speed ¹ | 16.49 | 18.04 | 20.48 | 20.45 | 22.02 |
| Home-based Work Mode Split (percent transit) ³ | 4.73% | 4.73% | 4.54% | 4.45% | 4.26% |
| Total Non-work Mode Split (percent transit) ³ | 2.01% | 2.01% | 1.91% | 1.82% | 1.66% |
| Home-based Work Auto “Drive Alone” Trips ³ | 2,115,500 | 2,021,300 | 1,833,600 | 1,600,300 | 1,488,600 |
| Total Non-work Auto “Drive Alone” Trips ³ | 3,751,700 | 3,572,500 | 3,207,100 | 2,745,400 | 2,560,300 |
| Total VOC ¹ (2005 & 2015 budget = 74.60 tons) | 28.27 | 27.35 | 35.51 | 64.37 | 89.95 |
| Total NOx ¹ (2005 & 2015 budget = 127.50 tons) | 24.27 | 26.49 | 45.62 | 109.99 | 139.57 |

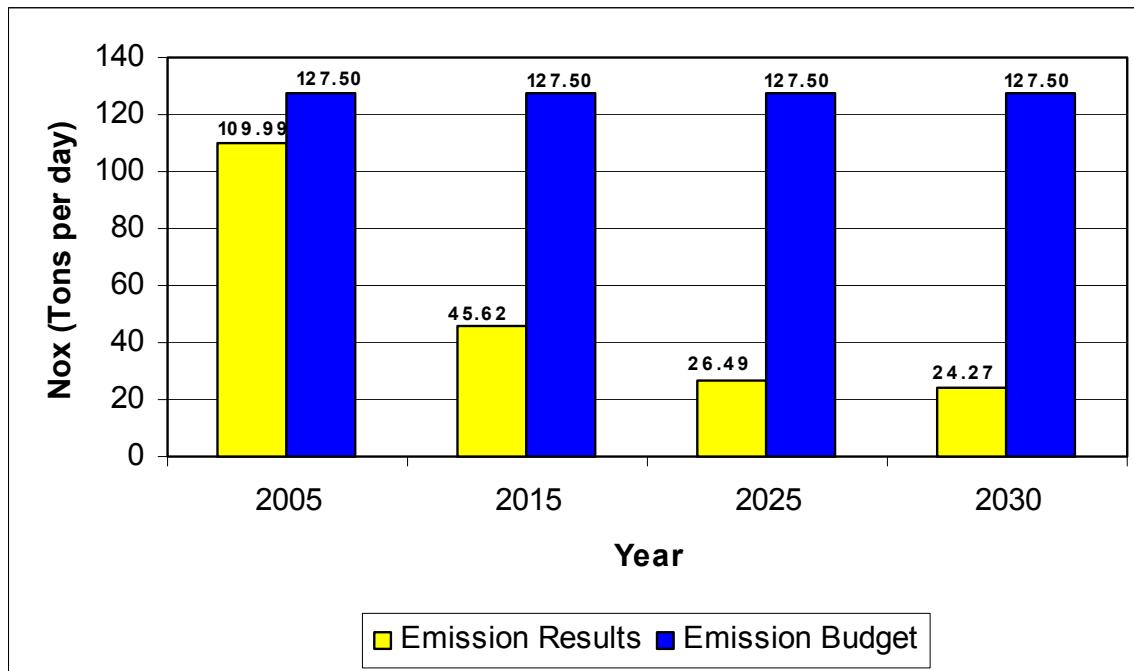
Sources:

¹ EMIS.OUT

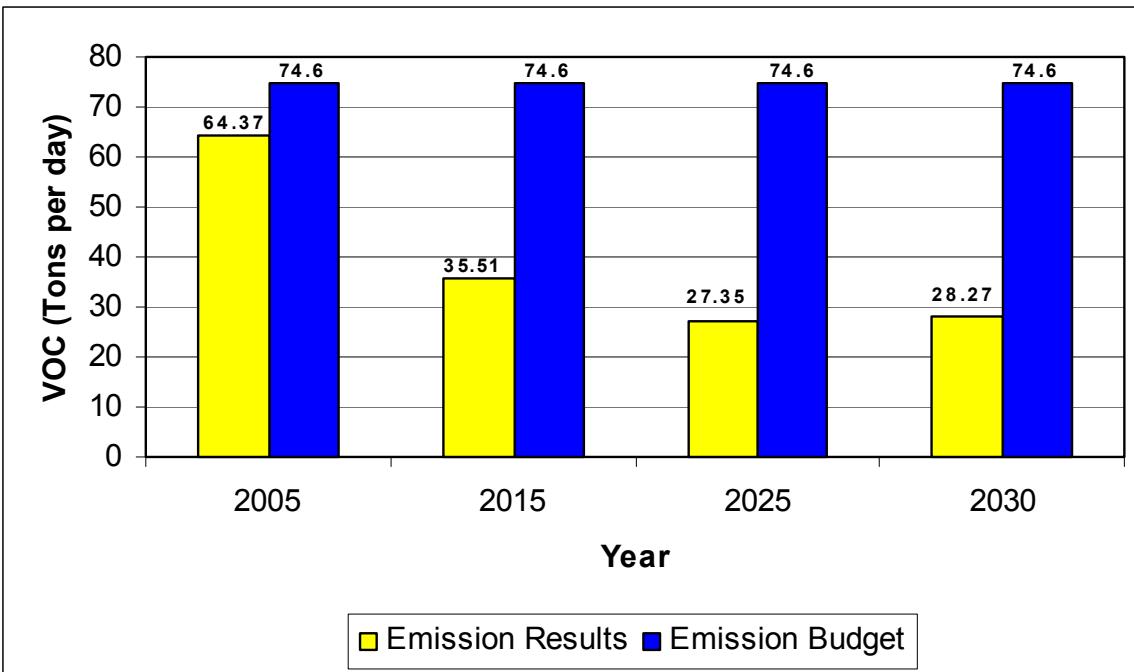
² HEVAL.OUT

³ MODE.OUT

Cost Feasible Plan NOx Emissions Reductions Summary



Cost Feasible Plan VOC Emissions Reductions Summary



APPENDIX C
YEAR 2030 LRTP PROJECT LISTS

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2005 PROJECTS

| In 2025 LRTP | Planning Area | Project or Facility | Limits | | Project Description |
|-----------------|---------------|--------------------------------------|----------------|----------------|--|
| | | | From | To | |
| * | COUNTYWIDE | SUNPASS SYSTEM ENHANCEMENT | | | |
| * | COUNTYWIDE | GREENWAYS/TRAILS | | | |
| | COUNTYWIDE | EXISTING PUBLIC WORKS FACILITIES O&M | | | |
| | COUNTYWIDE | EXISTING TRANSIT SYSTEM O&M | | | |
| | COUNTYWIDE | MIC LOAN REPAYMENT | | | MIC |
| | COUNTYWIDE | PUBLIC WORKS PTP PROJECTS O&M | | | |
| * | COUNTYWIDE | BUS PURCHASES AND NEW BUS SERVICE | | | REPLACEMENT BUSES AND NEW SERVICE |
| * | COUNTYWIDE | PARK AND RIDE LOTS | | | |
| | CENTRAL | SW 62 Ave. | SW 70 St. | SW 64 St. | 5 TO 2 LANES |
| | NORTHWEST | SR 860 / MIAMI GARDENS DR. | W OF NW 87 AVE | E OF NW 87 AVE | INTERSECTION IMPROVEMENTS |
| | NORTHWEST | NW 138 ST BRIDGE | | | BRIDGE OVER MIAMI RIVER CANAL AT 138 ST |
| | SOUTH | SW 117 AVE | SW 184 St. | SW 152 ST | 2 TO 4 LANES |
| | SOUTH | SW 160 ST | SW 147 AVE | SW 137 AVE | NEW 4 LANES |
| | SOUTH | ACCESS TO COUNTRY WALK | | | EXTENSION OF SW 143 TERR. FROM RR TO SW 136 ST |
| | WEST | SW 26 ST | SW 149 AVE | SW 147 AVE | 2 TO 4 LANES |

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS

| In 2025 LRTP | Planning Area | Project or Facility | Limits | | Project Description |
|-----------------|-----------------------------|---|---------------------------|-----------------|---|
| | | | From | To | |
| * | COUNTYWIDE | SUNPASS SYSTEM ENHANCEMENT | | | |
| * | COUNTYWIDE | GREENWAYS/TRAILS | | | |
| | COUNTYWIDE | EXISTING PUBLIC WORKS FACILITIES O&M | | | |
| | COUNTYWIDE | EXISTING TRANSIT SYSTEM O&M | | | |
| | COUNTYWIDE | MIC LOAN REPAYMENT | | | MIC |
| | COUNTYWIDE | PUBLIC WORKS PTP PROJECTS O&M | | | |
| * | COUNTYWIDE | BUS PURCHASES AND NEW BUS SERVICE | | | REPLACEMENT BUSES AND NEW SERVICE |
| | COUNTYWIDE | GOLDEN GLADES MULTIMODAL TERMINAL | | | TRAFFIC SIGNAL SYSTEM UPGRADE |
| * | COUNTYWIDE | PARK AND RIDE LOTS | | | |
| | BEACH/CBD | SR 836 EB TOLL PLAZA | NW 27 Ave. | NW 17 AVE | NEW TOLL PLAZA ON EB RAMP TO NW 17 AVE |
| | BEACH/CBD | SR 836 | NW 14 ST | NW 28 ST | DESIGN & CONSTRUCTION: CD ROADS / ACQUISITION: ROW |
| * | BEACH/CBD | SW 1ST AVE | SW 8TH ST | SW 1ST ST | 4-LANE TUNNEL UNDER RIVER |
| * | BEACH / CBD | MIAMI BEACH TRANSIT HUB | | | 17 ST LINCOLN RD / WASHINGTON AVE |
| * | BEACH / CBD | MIAMI GARDENS DR | NE 6 AVE | US-1 | 4 TO 6 LANES |
| | BEACH / CBD | SR 836 / I-395 | EAST OF I-95 | MACARTHUR CSWY | MODIFY INTERCHANGE - IMPROVEMENTS |
| | BEACH / CBD, NORTH | I-95 | GOLDEN GLADES INTERCHANGE | IVES DAIRY RD | ADD REVERSIBLE MANAGED LANES |
| * | BEACH/CBD | FLAGLER MARKETPLACE PASSENGER ACTIVITY CENTER | | | FLAGLER ST AND 1ST AVE |
| | BEACH/CBD | I-95 | SOUTH OF I-395 | NORTH OF SR 112 | ADD REVERSIBLE MANAGED LANES |
| | BEACH/CBD | I-95 / IVES DAIRY RD INTERCHANGE | | | INTERCHANGE IMPROVEMENTS |
| | BEACH/CBD | NE 5 AND 6 ST IMPROVEMENTS PHASE II | NE 5 AND 6 ST | NE 1 AND 2 AVE | |
| | BEACH/CBD | SR A1A / COLLINS AVE / ALTON RD CORRIDOR | 5 ST | LEHMAN CAUSEWAY | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | BEACH/CBD, NORTH | NW/NE 167 ST / MIAMI GARDENS DR CORRIDOR | I-95 | US-1 | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | BEACH/CBD, NORTH | US 441 / NW 17 AVE / 27 AVE CORRIDOR | US-1 | BROWARD CO LINE | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | BEACH/CBD, CENTRAL | CORAL WAY / BIRD RD CORRIDOR | SW 132 AVE | US-1 | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | BEACH/CBD, CENTRAL, WEST | TAMiami TRAIL / W FLAGLER CORRIDOR | HEFT | US-1 | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | BEACH/CBD, NORTHWEST, NORTH | NW/NE 58 ST / 74 ST / 79 ST / 103 ST CORRIDOR | HEFT | A1A | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | BEACH/CBD, NORTH | NE 12 AVE | NE 151 ST | NE 167 ST | WIDEN TO 3 LANES |

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS

| In 2025 LRTA | Planning Area | Project or Facility | From | To | Limits | Project Description |
|-----------------|--|---|---------------------------------------|---------------------------|--------|---|
| | BEACH/CBD, NORTH | NE 15 AVE | NE 159 ST | MIAMI GARDENS DR | | WIDEN TO 4 LANES |
| | BEACH/CBD, CENTRAL, NORTH, NORTHWEST | ITS AT SR 826, 836, 874, 112, I-95, AND I-75 | | | | MAINTENANCE OF FIELD ELECTRONIC DEVICES |
| | BEACH/CBD, CENTRAL, NORTH, NORTHWEST | ITS AT SR 826, 836, 874, 112, I-95, AND I-75 | | | | SERVICE PATROLS |
| | BEACH/CBD, CENTRAL, NORTHWEST, WEST | SR 836 EXPRESS LANES | HEFT | SR 826/836 INTERCHANGE | | 4 LANE DIVIDED EXPRESS LANES IN MEDIAN OF SR 836 |
| | CENTRAL | LEJEUNE ROAD | | | | MIAMI INTERMODAL CENTER - C-D SOUTHBOUND ACCESS IMPROVEMENT |
| | CENTRAL | MIC | | | | MIC/MIA INTERCHANGE - ACCESS IMPROVEMENT |
| | CENTRAL | LEJEUNE ROAD | | | | MIAMI INTERMODAL CENTER - C-D NORTHBOUND ACCESS IMPROVEMENT |
| | CENTRAL | SR 112 | NW 21 ST. | SR 112 / NW 27 AVE. | | RECONSTRUCT SR 112/NW 36 ST/LEJEUNE INTERCHANGE |
| | CENTRAL | SR 836 WB AUXILIARY LANE | SR 826 | NW 57 AVE | | ADD AUXILIARY LANE IN WB DIRECTION |
| | CENTRAL | SR 836 | E OF NW 57 AVE | W OF NW 57 AVE | | INTERCHANGE IMPROVEMENTS AND WB EXIT RAMP |
| | CENTRAL | PONCE DE LEON BLVD | ALMERIA AVE | ALCAZAR AVE | | 6 TO 4 LANES WITH LEFT TURN BAYS |
| | CENTRAL | SW 62 AVE | SW 24 ST | NW 7 ST | | STREET IMPROVEMENTS |
| | CENTRAL | SOUTH MIAMI AVE | SW 25 RD | SW 15 RD | | TRAFFIC CALMING MEASURES, CURBING, AND SIDEWALK |
| | CENTRAL | SW 27 AVE | US 1 | BAYSHORE DRIVE | | WIDEN FROM 2 TO 3 LANES |
| | CENTRAL | GRAND AVE | SW 37 AVE | SW 32 AVE | | CONSTRUCT 2 LANES WITH LEFT TURN LANES (4 TO 2) |
| | CENTRAL | SW 97 AVE | SW 56 ST | SW 72 ST | | 2 TO 3 LANES |
| | CENTRAL | SR 826 / PALMETTO | N OF SUNSET DR. | SW 32 ST. | | ADD NEW LANE IN EACH DIRECTION AND RECONSTRUCT BIRD RD/MILLER RD. |
| | CENTRAL | SW/NW 42 AVE CORRIDOR | US-1 | NW 79 ST | | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | CENTRAL, SOUTH, WEST | SW 87 AVE CORRIDOR | US-1 | SR 836 | | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | CENTRAL, SOUTH, WEST | KENDALL DR / SUNSET DR / KILLIAN PKWY CORRIDOR | SW 132 AVE | SW 57 AVE | | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | CENTRAL, NORTHWEST | OKEECHOBEE RD | KROME AVE | NW 36 ST | | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| * | CENTRAL, NORTH | EARLINGTON HEIGHTS CONNECTION | EARLINGTON HEIGHTS METROSTATION | MIC | | PREMIUM TRANSIT |
| | CENTRAL, NORTHWEST | SR 934 / HIALEAH EXPWY | SR 826 | SR 823 / NW 57 AVE | | ADD LANES AND RECONSTRUCT (4 TO 6) |
| | CENTRAL, NORTHWEST, WEST | SR 826 & SR 836 INTERSECTION | NW 87 AVE | NW 57 AVE | | WIDEN INTERCHANGE TO 10 LANES |
| | CENTRAL, WEST | SR 826 | SW 32 ST | SW 16 ST | | ADD LANES AND RECONSTRUCT (8 TO 10) |
| | CENTRAL, WEST | SR 826 | SW 16 ST | SW 2 ST | | ADD LANES AND RECONSTRUCT (8 TO 10) |
| | NORTH | SR 860 | 320 METERS WEST OF NW 27 AVE. | SR 91 / TURNPIKE | | ADD LANES AND REHABILITATE PAVEMENT (4 TO 6) |

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTA

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS

| In 2025 LRTP | Planning Area | Project or Facility | Limits | | Project Description |
|-----------------|------------------|-------------------------------------|-----------------------|---------------------------|--|
| | | | From | To | |
| | NORTH | SR 932 | AT NW 2 AVE | | ADD LEFT TURN LANES EB AND WB |
| | NORTH | SR 9A / I-95 (N/B) | NW 135 St. | NW 151 St. | CORRIDOR IMPROVEMENT - SB THRU LANE |
| | NORTH | SR 9A / I-95 (S/B) | NW 125 St. | NW 135 St. | CORRIDOR IMPROVEMENT - SB THRU LANE |
| | NORTH | NE 8 ST / BAYSHORE DR | BISCAYNE BLVD | PORT BLVD | NEW 4 LANES AND BAYWALK |
| | NORTH | NW 14 ST | NW 10 AVE | I-95 | WIDEN TO 3 LANES AND RESURFACE |
| * | NORTH | NW 37 AVE | NW NORTH RIVER DRIVE | NW 79 ST | WIDEN 2 TO 5 LANES |
| | NORTH | S BAYSHORE DR | MCFARLANE | AVIATION | RESURFACING AND MEDIAN IMPROVEMENTS |
| | NORTH | TURNPIKE - GOLDEN GLADES TOLL PLAZA | | | 3 EXPRESS AND 3 MANUAL LANES |
| * | NORTH | NORTH CORRIDOR | MLK METROSTATION | MIAMI-DADE / BROWARD LINE | PREMIUM TRANSIT |
| * | NORTH | GOLDEN GLADES MULTIMODAL TERMINAL | SR 836/TURNPIKE/ I-95 | | |
| | NORTH | SR 112/I-195 | I-95 (NW 10 AVE) | BISCAYNE | INTERCHANGE/RAMP IMPROVEMENTS AND AUXILIARY LANES |
| | NORTH | I-95 | N OF SR 112 | S OF GOLDEN GLADES | ADD REVERSIBLE MANAGED LANES |
| | NORTH | NORTHWEST PASSENGER ACTIVITY CENTER | | | MULTIMODAL ACTIVITY CENTER AT NW 7 AVE AND 62 ST |
| * | NORTH | NORTHEAST PASSENGER ACTIVITY CENTER | | | LOCATION TBD |
| | NORTH | NW/NE 125 ST / 135 ST | I-95 | US-1 | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | NORTH, NORTHWEST | NW/NE 36 ST CORRIDOR | SR 826 | US-1 | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | NORTH, NORTHWEST | RED RD / W 12 AVE CORRIDOR | OKEECHOBEE RD | BROWARD CO LINE | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | NORTH, NORTHWEST | SR 823 / NW 57 AVE | W 49 ST / 103 ST | NW 138 St. | 4 TO 6 LANES |
| * | NORTHWEST | EAST-WEST CORRIDOR | FIU | MIC | PREMIUM TRANSIT (HEAVY RAIL) |
| * | NORTHWEST | KROME AVE | SW 8TH ST | US 27 | ACCESS MGT. / SAFETY / TRAIL |
| | NORTHWEST | SR 826 | NW 62 ST | NORTH OF FEC RR | ADD LANES AND RECONSTRUCT (8 TO 10) |
| | NORTHWEST | SR 826 | NORTH OF NW 25 ST | NW 47 ST | ADD LANES AND RECONSTRUCT (8 TO 10) |
| | NORTHWEST | SR 826 | NORTH OF FEC RR | SOUTH OF NW 103 ST | ADD LANES AND RECONSTRUCT (8 TO 10) |
| | NORTHWEST | SR 25 / OKEECHOBEE RD | EAST OF W 12 AVE | W 19 ST | ADD LANES AND RECONSTRUCT (4 TO 6) |
| * | NORTHWEST | NW 87 AVE | NW 58 ST | NW 74 ST | NEW 4-LANE ROAD |
| * | NORTHWEST | NW 87 AVE | NW 74 ST | OKEECHOBEE RD | NEW 4-LANE ROAD |
| * | NORTHWEST | SR 823 / NW 57 AVE | SR 934 / W 21 ST | SR 932 / W 49 ST | ADD 2 LANES TO 4 AND RECONSTRUCT |
| * | NORTHWEST | SR 823 / NW 57 AVE | OKEECHOBEE RD. | SR 954 / W 21 ST | ADD 2 LANES TO 4 AND RECONSTRUCT |
| | NORTHWEST | SR 25/OKEECHOBEE RD | SR 826 | EAST OF W 12 AVE | ADD LANES AND RECONSTRUCT |
| | NORTHWEST | SR 836 WB TO SB HEFT CONNECTION | TURNPIKE | NW 107 AVE | RECONSTRUCTION OF EXISTING WB SR 836 TO SB HEFT CONNECTION TO PROVIDE AN ADDITIONAL LANE |

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS

| In 2025 LRTP | Planning Area | Project or Facility | Limits | | Project Description |
|-----------------|---------------|-------------------------------|----------------|---------------------------|--|
| | | | From | To | |
| | NORTHWEST | SR 836 EXTENSION | NW 137 AVE | NW 107 AVE | CONSTRUCTION OF A NEW 4 LANE EXPRESSWAY EXTENSION ON SR 836 AND CONSTRUCTION OF A PORTION OF NW 137 AVE FROM SW 8 ST TO SW 12 ST |
| | NORTHWEST | NW 72 AVE | NW 74 ST | OKEECHOBEE RD | 2 TO 4 LANES AND BRIDGE |
| | NORTHWEST | W 24 AVE | W 52 ST | W 76 ST | 2 TO 5 LANES |
| | NORTHWEST | NW 74 ST | HEFT | NW 87 AVE | NEW 2 LANES |
| | NORTHWEST | NW 74 ST | NW 87 Ave. | NW 84 AVE | NEW 4 LANES |
| * | NORTHWEST | NW 25 ST | NW 87 AVE | SR 826 / NW 77 AVE | ADD LANES AND RECONSTRUCT (ADD 1 TO EXISTING 5 LANES) |
| * | NORTHWEST | NW 122 ST | OKEECHOBEE RD. | NW 87 AVE | WIDEN 2 TO 5 LANES |
| * | NORTHWEST | NW 138 ST | NW 107 AVE | NW 97 AVE | WIDEN TO 2 TO 5 LANES |
| * | NORTHWEST | NW 107 AVE | OKEECHOBEE RD | NW 138 ST | 2 TO 5 LANES |
| | NORTHWEST | CONSTRUCTION OF NW 87 AVE | NW 154 ST | MIAMI GARDENS (NW 186 ST) | |
| | NORTHWEST | NW 62 AVE | NW 105 ST | NW 138 ST | 2 TO 3 LANES |
| | NORTHWEST | NW 74 ST | HEFT | NW 82 AVE | NEW 3-LANE (ULTIMATELY HALF OF PROJECT 382: WIDEN TO 6 LANES) |
| | NORTHWEST | NW 97 AVE | NW 41 | 25 ST | WIDEN FROM 2 TO 4 LANES |
| | NORTHWEST | NW 58 ST | NW 107 AVE | NW 102 AVE | 2 TO 4 LANES |
| | NORTHWEST | SW 184 ST | SW 147 AVE | SW 137 AVE | 2 TO 4 LANES |
| | NORTHWEST | W 137 AVE | SW 8 ST | NW 12 ST | NEW CONSTRUCTION: 6 LANES |
| | NORTHWEST | HEFT (OKEECHOBEE TOLL PLAZA) | | | 3 EXPRESS AND 4 MANUAL LANES |
| | NORTHWEST | NW 127 AVE | NW 12 ST | NW 25 ST | NEW 4 LANE ROAD |
| | NORTHWEST | NW 137 AVE | NW 12 ST | NW 17 ST | NEW 4 LANE ROAD |
| | NORTHWEST | NW 17 ST | NW 127 AVE | NW 137 AVE | NEW 4 LANE ROAD |
| * | NORTHWEST | NW 107 AVE | NW 106 ST | NW 41 ST | NEW 4 LANE |
| * | NORTHWEST | NW 97 AVE | NW 74 ST | NW 90 ST | NEW 4 LANE |
| * | NORTHWEST | NW 87 AVE | NW 183 ST | COUNTY LINE | NEW 2-4 LANE |
| * | NORTHWEST | NW 107 AVE | NW 138 ST | NW 170 ST | NEW 2 LANE |
| * | NORTHWEST | NW 154 ST | NW 87 AVE | NW 107 AVE | NEW 2 LANE |
| * | NORTHWEST | NW 97 AVE | NW 138 ST | NW 183 ST | 2 LANE |
| * | NORTHWEST | NW 90 ST | NW 107 AVE | NW 87 AVE | NEW 2 LANE |
| | NORTHWEST | NW 122 AVE | NW 25 ST | NW 41 ST | NEW 2 LANE ROAD |
| | NORTHWEST | NW 25 ST | NW 127 AVE | NW 117 AVE | NEW 4 LANE DIVIDED ARTERIAL |
| | NORTHWEST | NW 127 AVE | NW 12 ST | SW 8 ST | WIDEN TO 4 LANES |
| | NORTHWEST | I-75 INTERCHANGE AT NW 154 ST | | | NEW INTERCHANGE |
| | NORTHWEST | NW 25TH ST VIADUCT | NW 68 AVE | NW 77 AVE | NEW 2-LANE VIADUCT |
| | NORTHWEST | NW 74 ST | SR 826 | HEFT | WIDEN TO 6 LANES |
| * | NORTHWEST | NW 82 AVE | NW 8 ST | NW 12 ST | NEW 4 LANE |

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS

| In 2025 LRTP | Planning Area | Project or Facility | Limits | | Project Description |
|-----------------|---------------------|--------------------------------------|-----------------|---|--|
| | | | From | To | |
| * | NORTHWEST | NW 87 AVE | NW 36 ST | NW 58 ST | 4 TO 6 LANES |
| | NORTHWEST | OKEECHOBEE RD | | | CONSTRUCT GRADE SEPARATED FREE FLOW LANES AT KROME AVE, NW 138 ST, NW 95 ST |
| | NORTHWEST | SW 107 AVE | SW 8 ST | FLAGLER ST | 4 TO 6 LANES |
| | NORTHWEST, SOUTH | KROME AVE | SW 296 ST | SW 136 ST | ACCESS MGT / SAFETY / TRAIL |
| | NORTHWEST, WEST | SR 836 EXTENSION | NW 111 Ave. | NW 87 AVE | IMPROVEMENTS FROM NW 107 TO NW 87 AVE INCLUDING A NEW BIDIRECTIONAL MAINLINE TOLL PLAZA |
| | NORTHWEST, WEST | NW 97 AVE | | | CONSTRUCT 4 LANE BRIDGE OVER SR 836 |
| * | NORTHWEST, WEST | HEFT | AT SW 8 ST | | INTERCHANGE MODIFICATION |
| | SOUTH | SR 5 / US-1 | CARD SOUND RD | SR 821 / HEFT | CONSTRUCT AUXILIARY LANES |
| | SOUTH | US 1 SOUTH | CARD SOUND RD | MONROE CO. LINE (N OF JEWFISH CK) | IMPROVE EXISTING 2 LANES - ADD WIDE SHOULDER |
| | SOUTH | SR 997 / KROME AVE | | | ADD TURN LANES AT SW 288, SW 272, SW 256, SW 216, SW 200, SW 192, SW 184, SW 168, SW 136 INTERSECTIONS |
| | SOUTH | SR 874 NB ON RAMP FROM KENDALL DR | KENDALL DR | SW 72 AVE | PROVIDE NB RAMP FROM KENDALL DR TO SR 874 AND INSTALL ELECTRONIC TOLLING FOR CONNECTION TO SR 874 |
| | SOUTH | SR 874 / KILLIAN PKWY | HEFT | KENDALL DR | NEW NB AND SB MAINLINE TOLL PLAZAS, NB RAMP PLAZA TO KILLIAN |
| | SOUTH | SW 184 ST | SW 137 AVE | SW 127 AVE | 2 TO 4 LANES |
| * | SOUTH | SW 87 AVE | SW 168 ST | SW 216 ST | 2 TO 4 LANES |
| * | SOUTH | SW 320 ST | SW 187 AVE | US-1/S DIXIE | WIDEN TO 3 LANES |
| * | SOUTH | SW 312 ST | SW 152 AVE | SW 137 AVE | WIDEN 2 TO 4 LANES |
| * | SOUTH | SW 312 ST (PHASE 2) | SW 187 AVE | SW 177 AVE | WIDEN TO 5 LANES |
| * | SOUTH | SW 328 ST | US-1 | SW 162 AVE | WIDEN TO 4 LANES |
| * | SOUTH | SW 328 ST | SW 162 AVE | SW 152 AVE | WIDEN TO 4 LANES |
| | SOUTH | SW 56 ST | SW 158 AVE | SW 152 AVE | 2 TO 4 LANES |
| | SOUTH | SW 56 ST | SW 158 AVE | SW 167 AVE | NEW 2 LANE |
| | SOUTH | SW 136 ST | SW 157 AVE | FL TURNPIKE (SR 874) | WIDENING FROM 2 TO 4 LANES |
| | SOUTH | SW 157 AVE | SW 184 ST | 152 ST | 2 TO 4 LANES |
| | SOUTH | SW 180 ST | SW 147 AVE | 137 AVE | |
| * | SOUTH | SW 120 ST | SW 137 AVE | SW 117 AVE | 4 TO 6 LANES |
| | SOUTH | SOUTH MIAMI-DADE BUSWAY | CUTLER RIDGE | FLORIDA CITY | BUSWAY EXTENSION |
| | SOUTH | HEFT | N OF EUREKA DR. | N OF SW 117 AVE | WIDEN TO 12 LANES |
| * | SOUTH | KROME AVE | US 1 | SW 296 ST | TRUCK BY-PASS / WIDEN 2 TO 4 LANES |
| | SOUTH | SW 112 AVE CORRIDOR | HEFT | US-1 | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | SOUTH | SW 112 ST | GLADES DR | US-1 | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2015 PROJECTS

| In 2025 LRTP | Planning Area | Project or Facility | Limits | | Project Description |
|-----------------|---------------|----------------------------|----------------------|-----------------------|---|
| | | | From | To | |
| | SOUTH | SW 152 ST CORRIDOR | HEFT | US-1 | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| | SOUTH, WEST | SW 127 AVE | SW 120 ST | SW 88 ST | WIDEN TO 5 LANES |
| | SOUTH, WEST | HEFT | SW 117 / SR 874 | SR 874 / KENDALL DR. | 12 LANES + 3 LANE CD / 8 LANES |
| * | WEST | SW 40 ST | SW 157 AVE | SW 167 AVE | NEW 2-LANE |
| * | WEST | WEST DADE TRANSIT HUB | | | AT NW 12 ST EAST OF 107 AVE |
| * | WEST | WEST KENDALL TRANSIT HUB | | | PRIVATE DEVELOPMENT AS PART OF KENDALL TOWN CENTER |
| * | WEST | SW 88 ST / KENDALL DR | SW 162 AVE | SW 167 AVE | 4 TO 6 LANES |
| * | WEST | SW 147 AVE | SW 8 ST | SW 26 ST | ADD 2 LANES TO 2 LANE ROADWAY |
| | WEST | SR 94/KENDALL DR | MILLS DR | SW 102 AVE | ADD TURN LANES |
| | WEST | NW 82 AVE NW 8 ST | NW 7 ST NW 87 AVE | NW 10 ST NW 79 AVE | ROADWAY RECONSTRUCTION |
| * | WEST | SW 82 AVE | SW 7 ST | SW 8 ST | BRIDGE OVER TAMiami CANAL |
| * | WEST | SW 137 AVE | SW 8 ST | SW 26 ST | 4 TO 6 LANES |
| | WEST | SW 97 AVE | SW 40 ST | SW 56 ST | 2 TO 3 LANES |
| | WEST | SW 42 ST | SW 157 AVE | SW 167 AVE | NEW 2 LANE |
| | WEST | SW 42 ST | SW 149 AVE | SW 150 AVE | 2 TO 4 LANES |
| | WEST | SW 42 ST | SW 157 AVE | SW 162 AVE | 2 TO 4 LANES |
| | WEST | SW 142 AVE | SW 42 ST. | SW 8 ST | NEW 2 LANES |
| | WEST | KENDALL DR | SW 162 AVE | SW 157 AVE | WIDEN TO 6 LANES |
| | WEST | KENDALL DR | SW 157 AVE | SW 150 AVE | WIDEN TO 6 LANES |
| | WEST | SW 82 AVE | SW 42 | 48 ST | 2 LANES |
| | WEST | KROME AVE / SW 177TH AVE** | SW 136 ST | SW 8 ST | ADD 2 LANES TO 2 LANE ROADWAY |
| * | WEST | SW 117 AVE | SW 40 ST | SW 8 ST | WIDEN 2 TO 4 LANES |
| | WEST | SW 137 AVE | 120 ST | SW 128 ST | ITS (INCLUDES CCTV, ROADWAY SENSORS, ARTERIAL DYNAMIC MESSAGE SIGNS, WIRELESS COMM) |
| * | WEST | SW 167 AVE | SW 56 ST | SW 88 ST | NEW 2 LANE |
| * | WEST | SW 72 ST | SW 117 AVE | SW 157 AVE | 4 TO 6 LANES |
| | WEST | SW 88 ST / KENDALL DR** | SW 177 AVE | SW 167 AVE | 4 TO 6 LANES |

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

** CDMP AMENDMENT NEEDED

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2025 PROJECTS

| In 2025 LRTP | Planning Area | Project or Facility | Limits | | Project Description |
|-----------------|----------------------|--------------------------------------|--------------------------------|-------------------------------------|--|
| | | | From | To | |
| * | COUNTYWIDE | GREENWAYS/TRAILS | | | |
| | COUNTYWIDE | EXISTING PUBLIC WORKS FACILITIES O&M | | | |
| | COUNTYWIDE | EXISTING TRANSIT SYSTEM O&M | | | |
| | COUNTYWIDE | MIC LOAN REPAYMENT | | | MIC |
| | COUNTYWIDE | PUBLIC WORKS PTP PROJECTS O&M | | | |
| * | COUNTYWIDE | BUS PURCHASES AND NEW BUS SERVICE | | | REPLACEMENT BUSES AND NEW SERVICE |
| | BEACH / CBD | SR 836 / I-395 | EAST OF I-95 | MACARTHUR CSWY | MODIFY INTERCHANGE - IMPROVEMENTS |
| | BEACH / CBD | SR 836 / NW 27 AVE INTERCHANGE | NW 27 AVE | NW 17 AVE | RECONSTRUCT SR 836 |
| | BEACH / CBD, NORTH | SR 836 / I-395 | WEST OF NW 17 AVE | I-95 | CORRIDOR IMPROVEMENT; C-D ROAD |
| * | BEACH/CBD | BAY LINK | DOWNTOWN MIAMI | MIAMI BEACH | LRT |
| * | BEACH/CBD | SEAPORT TUNNEL EXPRESSWAY*** | I-395 | SEAPORT | TUNNEL CONNECTING SEAPORT TO I-395 (4 LANES) |
| * | BEACH / CBD, CENTRAL | EAST-WEST CORRIDOR | MIC | GOVT CENTER | PREMIUM TRANSIT |
| | CENTRAL | NW 77 ST. | NW 79 AVE. | MILAM DAIRY | NEW 4 LANES |
| | CENTRAL, SOUTH | SR 874 | KENDALL DR | SR 826 | INTERCHANGE IMPROVEMENTS INCLUDING NEW BRIDGE OVER SR 874 FROM SR 878 AND SB CD ROAD TO KENDALL DR (INCLUDES SR 874/878 INTERCHANGE) |
| | NORTH | HEFT - MIRAMAR TOLL PLAZA | | | 3 EXPRESS LANES |
| * | NORTHWEST | MIAMI GARDENS DRIVE | I-75 | NW 57 AVE | 4 TO 6 LANES |
| * | NORTHWEST | HEFT | AT NW 74 ST | | INTERCHANGE (MAJOR) |
| * | NORTHWEST | HEFT | I-75 INTERCHANGE | | INTERCHANGE IMPROVEMENTS |
| | NORTHWEST | I-75 / MIAMI GARDENS DR INTERCHANGE | | | INTERCHANGE IMPROVEMENTS |
| * | NORTHWEST | NW 107 AVE | NW 41 ST | NW 25 ST | 4 TO 6 LANES |
| | NORTHWEST | NW 87 AVE | NW 58 ST | OKEECHOBEE RD | WIDEN TO 6 LANES |
| * | NORTHWEST | NW 97 AVE | NW 58 ST | NW 74 ST | 2 TO 4 LANES |
| | NORTHWEST | W 60 ST. | W 4 AVE. | W 12 AVE. | 2 TO 3 LANES |
| * | NORTHWEST | NW 72 AVE | NW 122 ST | NW 138 ST. | WIDEN 2 TO 3 LANES |
| | NORTHWEST | HEFT | US-27 | I-75 | WIDEN TO 8 LANES |
| | NORTHWEST | HEFT | SR 836 | US-27 | 6 TO 8 LANES + 2 AUX LANES |
| * | NORTHWEST | HEFT | I-75 | FL TURNPIKE | 4 TO 6 LANES (SHOWN AS FUNDED IN BROWARD LRTP) |
| | NORTHWEST | SR 924 | EASTERN TERMINUS OF SR 924 | OKEECHOBEE RD | EXPRESSWAY EXTENSION FROM SR 924 TO OKEECHOBEE |
| | SOUTH | HEFT | SW 216 ST SW 200 ST US-1 | SW 200 ST US-1 N OF EUREKA DR | WIDEN TO 6 LANES 8 LANES 10 LANES |
| | SOUTH | HEFT - HOMESTEAD TOLL PLAZA | | | 3 EXPRESS LANES |

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

*** PARTIALLY FUNDED - NO OPEN TO TRAFFIC DATE AVAILABLE

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2025 PROJECTS

| In 2025 LRTP | Planning Area | Project or Facility | Limits | | Project Description |
|-----------------|---------------|-----------------------|----------------------------------|--------------------|--|
| | | | From | To | |
| * | SOUTH | HOMESTEAD TRANSIT HUB | | | LOCATION TBD |
| * | SOUTH | SR 874 | SW 120 ST | SW 117 AVE | PROVIDE SB OFF RAMP, NB ONRAMP AND INSTALL NOISE ATTENUATION WALLS |
| * | SOUTH | SW 107 AVE | QUAIL ROOST DRIVE | SW 160 ST | WIDEN 2 TO 4 LANES |
| * | SOUTH | SW 147 AVE | SW 184 ST | SW 152 ST | ADD 2 LANES AND RESURFACE |
| | SOUTH | SW 152 ST | HEFT | US 1 | 4 TO 6 LANES |
| | SOUTH | SW 152 ST | SW 147 AVE | SW 157 AVE | 2 TO 4 LANES |
| * | SOUTH | SW 157 AVE | SW 184 ST | SW 216 ST | NEW 2 LANE |
| * | SOUTH | SW 184 ST | SW 157 AVE | SW 147 AVE | 2 TO 4 LANES |
| * | SOUTH | SW 200 ST | US-1 | QUAIL ROOST DR | 2 TO 4 LANES |
| * | SOUTH | SW 152 AVE | US-1 | SW 312 ST | 2 TO 4 LANES |
| | SOUTH | HEFT | US-1 (SOUTHERN TERMINUS OF HEFT) | SW 216 ST | 4 TO 6 LANES |
| | SOUTH | SR 874 | SW 138 ST | SR 874/ KENDALL DR | PROVIDE ACCESS RAMP TO SR 874 FROM SW 138 ST |
| | WEST | HEFT | SW 104 ST | NW 107 AVE/SR 836 | EXPRESS LANES |
| | WEST | HEFT | KENDALL | SW 8 ST | WIDEN TO 8 LANES |
| * | WEST | SW 104 ST | SW 160 AVE | SW 167 AVE | NEW 4 LANE |
| * | WEST | SW 127 AVE | SW 120 ST | SW 144 ST | NEW 4 LANE |
| * | WEST | SW 157 AVE** | SW 8 ST | SW 42 ST | NEW 4 LANE |
| * | WEST | SW 167 AVE | SW 40 ST | SW 56 ST | NEW 2 LANE |
| * | WEST | SW 24 ST | SW 107 AVE | SW 87 AVE | WIDEN 4 TO 6 LANES |
| | WEST | KENDALL CORRIDOR | DADELAND NORTH | W FLAGLER | PREMIUM TRANSIT |
| | WEST | SW 26 ST | SW 147 AVE | SW 157 AVE | NEW 4 LANE |
| * | WEST | SW 24 ST | SW 117 AVE | SW 107 AVE | WIDEN 4 TO 6 LANES |

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

**CDMP AMENDMENT NEEDED

YEAR 2030 TRANSPORTATION PLAN
COST FEASIBLE PLAN - HIGHWAY AND TRANSIT PROJECTS
2030 PROJECTS

| In 2025 LRTP | Planning Area | Project or Facility | Limits | | Project Description |
|-----------------|-----------------------|--|---------------------------|---------------------------|--|
| | | | From | To | |
| * | COUNTYWIDE | GREENWAYS/TRAILS | | | |
| | COUNTYWIDE | EXISTING PUBLIC WORKS FACILITIES O&M | | | |
| | COUNTYWIDE | EXISTING TRANSIT SYSTEM O&M | | | |
| | COUNTYWIDE | MIC LOAN REPAYMENT | | | MIC |
| | COUNTYWIDE | PUBLIC WORKS PTP PROJECTS O&M | | | |
| * | COUNTYWIDE | BUS PURCHASES AND NEW BUS SERVICE | | | REPLACEMENT BUSES AND NEW SERVICE |
| | BEACH/CBD | SE 1 AVE | SE 8 ST | SE 5 ST | EXTEND SE 1 AVE |
| | BEACH/CBD | W 1 AVE | MIAMI ARENA | NW 20 AVE | EXTEND W 1 AVE CORRIDOR EXTENSION |
| * | BEACH / CBD, NORTH | NORTHEAST CORRIDOR*** | DOWNTOWN MIAMI | BROWARD COUNTY LINE | PREMIUM TRANSIT |
| * | CENTRAL | NW 21 ST / NW 32 AVE BRIDGE | NW 37 AVE | NW 28 STREET | CONSTRUCT HIGH LEVEL BRIDGE |
| * | CENTRAL | PERIMETER RD | NW 20 ST | NW 72 AVE | 2 TO 4 LANES |
| | NORTH | SR 112/I-195 | I-95 (NW 10 AVE) | BISCAYNE | INTERCHANGE/RAMPS IMPROVEMENTS AND AUXILIARY LANES |
| * | NORTH | DOUGLAS ROAD CORRIDOR*** | DOUGLAS ROAD METROSTATION | MIC | PREMIUM TRANSIT |
| * | NORTH, NORTHWEST | SR 826 - HOV | I-75 | GOLDEN GLADES INTERCHANGE | ONE HOV LANE EACH DIRECTION |
| | NORTHWEST | I-75 | SR 826 | NW 138 ST | IMPLEMENT MASTER PLAN |
| * | NORTHWEST | NW 36 / 41 ST | NW 42 AVE | HEFT | EXPRESS STREET (ITS, GRADE SEPARATIONS, ETC.) |
| | NORTHWEST | OKEECHOBEE RD | | | CONSTRUCT GRADE SEPARATED INTERSECTIONS AND ADD TURN LANES AT KROME AVE, HIALEAH GARDENS BLVD / NW 116 WAY, NW 105 WAY, NW 87 AVE, AND NW 79 AVE |
| * | NORTHWEST | WEST 68 ST | WEST 21 COURT | WEST 19 COURT | ADD LANE ON SOUTH SIDE |
| * | NORTHWEST | WEST 76 ST | WEST 36 AVE | WEST 20 AVE | WIDEN 2 TO 5 LANES |
| * | SOUTH | SW 268 ST / MOODY DR | US 1 | SW 112 AVE | ADD TURN LANES |
| | SOUTH | SW 312 ST | NW 14 AVE SW 176 AVE | SW 197 AVE HEFT | WIDEN TO 6 LANES |
| | SOUTH | SW 320 ST | SW 187 AVE S DIXIE HWY | SW 197 AVE SW 142 AVE | WIDEN TO 4 LANES |
| * | SOUTH, WEST | SOUTH MIAMI-DADE CORRIDOR RAIL EXTENSION TO FL. CITY US-1/S DIXIE HIGHWAY*** | DADELAND | FLORIDA CITY | PREMIUM TRANSIT |
| * | WEST | SW 104 ST | SW 167 AVE | SW 177 AVE | NEW 2 LANE |
| * | WEST | SW 120 ST** | SW 137 AVE | SW 147 AVE | 4 TO 6 LANES |
| * | WEST | SW 16 ST | SW 82 AVE | SW 71 AVE | OVERPASS ACROSS 826 |
| * | WEST | SW 47TH / 48TH ST | SW 112 AVE | SW 122 AVE | OVERPASS ACROSS HEFT |
| * | WEST | SW 80TH ST | SW 72 AV | US 1 / S DIXIE | WIDEN 2 TO 5 LANES |

* PROJECT INCLUDED IN PREVIOUSLY APPROVED 2025 LRTP

** CDMP AMENDMENT NEEDED

*** OPEN TO TRAFFIC AFTER 2030

APPENDIX D
YEAR 2030 LRTP PROJECT MAP

Year 2030 Cost Affordable Projects LRTP Projects Open by Year 2030



APPENDIX E

YEAR 2000 EMIS MODEL INPUT & OUTPUT AND SUPPORTING FSUTMS REPORTS/FILES

YEAR 2000 MOBILE6.00A

MOBILE6 INPUT FILE

RUN DATA

MIN/MAX TEMP : 69.3 91.2

>These factors are for Southeast Florida only!

NO REFUELING :

*Indicates that refueling emissions will NOT be included

ABSOLUTE HUMIDITY : 100.0

FUEL RVP : 7.8

SCENARIO RECORD : SPEED = EPA default speed distribution

*User must indicate analysis year for this run in four digit format

CALENDAR YEAR : 2000

EVALUATION MONTH : 7

*User must indicate temperatures used for inventory purposes by area

END OF RUN

YEAR 2000 PROFILE.MAS

&TWODIGIT
YES
&VFACTORS
YES
&NAME NAME OF STUDY
Miami
&MOBILE6
YES
&M6YEAR
2000
&MOBILE DIRECTORY WHERE MOBILE PARAMETER FILES ARE STORED
c:\fsutms.v55\
&IMFAC INSPECTION/MAINTENANCE CREDIT PERCENTAGE FOR EMIS
0.00000
&EMISFAC FACTOR TO ADJUST MODEL VMT TO MATCH HPMS TARGET VALUE
0.99908
&FSUTMS DIRECTORY WHERE SCRIPT FILES ARE LOCATED
.\\SCRIPT
&AVEZONE NUMBER OF ZONES TO AVERAGE TO COMPUTE IZ DISTANCE
1
&TRANZONE TRANSIT ACCESS ANALYSIS ZONE
642
&ZONESI INTERNAL ZONES
1500
&ZONESX FIRST EXTERNAL ZONE
1501
&ZONESA TOTAL ZONES
1521
&VALIDATE
NO
&ANALYSIS
YES
&GLSELECT
0
&GLTITLE Miami-dade
&SZONE STARTING ZONE FOR CARDINAL DISTRIBUTION
1
&FZONE ENDING ZONE FOR CARDINAL DISTRIBUTION
1500
&DISTRICT NUMBER OF PLANNING DISTRICTS
96
&SUPERDIST NUMBER OF SUPER DISTRICTS
26
&CBDZONE THE CBD ZONES
642
&SELDEST SELECTED DESTINATION ZONES
1-1500
&TERM10 TERMINAL TIME FOR AREA TYPE
5
&TERM11 TERMINAL TIME FOR AREA TYPE
5
&TERM12 TERMINAL TIME FOR AREA TYPE
5
&TERM13 TERMINAL TIME FOR AREA TYPE
3
&TERM14 TERMINAL TIME FOR AREA TYPE

5
&TERM15 TERMINAL TIME FOR AREA TYPE
5
&TERM16 TERMINAL TIME FOR AREA TYPE
5
&TERM17 TERMINAL TIME FOR AREA TYPE
5
&TERM18 TERMINAL TIME FOR AREA TYPE
5
&TERM19 TERMINAL TIME FOR AREA TYPE
5
&TERM20 TERMINAL TIME FOR AREA TYPE
3
&TERM21 TERMINAL TIME FOR AREA TYPE
4
&TERM22 TERMINAL TIME FOR AREA TYPE
3
&TERM23 TERMINAL TIME FOR AREA TYPE
3
&TERM24 TERMINAL TIME FOR AREA TYPE
3
&TERM25 TERMINAL TIME FOR AREA TYPE
3
&TERM26 TERMINAL TIME FOR AREA TYPE
3
&TERM27 TERMINAL TIME FOR AREA TYPE
3
&TERM28 TERMINAL TIME FOR AREA TYPE
3
&TERM29 TERMINAL TIME FOR AREA TYPE
3
&TERM30 TERMINAL TIME FOR AREA TYPE
1
&TERM31 TERMINAL TIME FOR AREA TYPE
3
&TERM32 TERMINAL TIME FOR AREA TYPE
1
&TERM33 TERMINAL TIME FOR AREA TYPE
1
&TERM34 TERMINAL TIME FOR AREA TYPE
1
&TERM35 TERMINAL TIME FOR AREA TYPE
1
&TERM36 TERMINAL TIME FOR AREA TYPE
1
&TERM37 TERMINAL TIME FOR AREA TYPE
1
&TERM38 TERMINAL TIME FOR AREA TYPE
1
&TERM39 TERMINAL TIME FOR AREA TYPE
1
&TERM40 TERMINAL TIME FOR AREA TYPE
2
&TERM41 TERMINAL TIME FOR AREA TYPE
2
&TERM42 TERMINAL TIME FOR AREA TYPE
3

| | |
|------------|--|
| &TERM43 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM44 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM45 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM46 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM47 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM48 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM49 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM50 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM51 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM52 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM53 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM54 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM55 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM56 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM57 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM58 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM59 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &NODES | MAXIMUM NUMBER OF NODES IN HWY NET |
| 200000 | |
| &UNITS | UNITS PER MILE |
| 5280 | |
| &CONFAC | FOR CAPACITY CONSTRAINT |
| 0.10 | |
| &CAPFAC | FOR PLOTTING LOS E |
| 0.10 | |
| &ITER | MAXIMUM EQUILIBRIUM ITERATIONS |
| 25 | |
| &UROADF | UROAD CAPACITY FACTOR |
| 0.75 | |
| &DAMPING | DAMPING FACTOR USED TO MINIMIZE TIME MODULATIONS BETWEEN |
| ITERATION | |
| 0.5 | |
| &BPRMAX | |
| 4.0 | |
| &EPS | |
| 0.10 | |
| &CTOLL | COEFFICIENT OF TOLL FACTOR USED IN TOLL MODEL |
| 0.08 | |
| &TOLLS1 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |

| | |
|--------------------------------|---|
| 0.10 &TOLLS2 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.15 &TOLLS3 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.20 &TOLLS4 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.25 &TOLLS5 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.30 &TOLLS6 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.35 &TOLLS7 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 1.00 &TOLLS8 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.001 &TOLLS9 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS10 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS11 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS12 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS13 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS14 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS15 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS16 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS17 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS18 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS19 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS20 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |

0.00
&SERVT1 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.10
&SERVT2 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.15
&SERVT3 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.20
&SERVT4 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.25
&SERVT5 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.30
&SERVT6 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.35
&SERVT7 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
1.00
&SERVT8 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.001
&SERVT9 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT10 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT11 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT12 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT13 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT14 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT15 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT16 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT17 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT18 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT19 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY

0.00
&SERVT20 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&MAXTIM
70
&ATITER NUMBER OF GMODEL ITERATIONS
10
&AOFAC1 AUTO OCC FOR HBW
0.7936
&AOFAC2 AUTO OCC FOR HBSH
0.5747
&AOFAC3 AUTO OCC FOR HBSR
0.5747
&AOFAC4 AUTO OCC FOR HBO
0.5747
&AOFAC5 AUTO OCC FOR NHB
0.5917
&UNCONNECT MAXIMUM TRANSIT TIME
255
&NUMFARE MAXIMUM NUMBER OF FARE CATEGORIES
8
&HOV SWITCH FOR HOV TYPE
TYPE1
&HOV1 IDENTIFIES HOV ONLY FACILITIES
HOV LINKS, LINK GROUP 2 = 80-89
&HOV2 IDENTIFIES NUMBER OF TRIP TABLES
SELECTED PURPOSES = 1-3
&HOV3 USED FOR REPORTING OF TRIP PURPOSES
ADD PURPOSES = 1-3
&HOV4 DELETED LINKS FOR HOV SKIMS
LINK GROUP 2 = 80-89
&HOV5 IDENTIFIES HOV ONLY FACILITIES
HOV1 LINKS, LINK GROUP 2 = 49
&HOV6 IDENTIFIES HOV ONLY FACILITIES
HOV2 LINKS, LINK GROUP 2 = 80-89
&PERIOD
24
&PLOTTER
HP7586
&PLOTPENS
8
&PLOTSIZE
30
&PAPER
NORMALD
&PLOTFAC
600
&DATA
DATA
&PLOTWIN
PLOTXY.STD
&PLOTWINA
PLOTXYA.STD
&PLOTWINB
PLOTXYB.STD
&PLOTWINC

```
PLOTXYC.STD
&PLOTWIND
PLOTXYD.STD
&PLOTWINE
PLOTXYE.STD
&PLOTWINF
PLOTXYF.STD
&PLOTWING
PLOTXYG.STD
&PLOTWINH
PLOTXYH.STD
&CHARHT
0.05
&NAMEB
SOUTH DADE (B)
&NAMEM
MIC/INTERCON (M)
&NAMEP
NORTH/BEACH CORR (P)
&NAMEQ
EAST/WEST CORRIDOR (Q)
&NAMER
DOWNTOWN MIAMI (R)
&NAMES
KENDALL/SOUTH CORR (S)
&NAMET
WEST CENTRAL AREA (T)
&NAMEU
NW/PALMETTO CORR (U)
&NAMEV
I95/NORTH CORRIDOR (V)
&NAMEZ
SUNPIKE/27TH AVE (Z)
&NAME1
SW (1)
&NAME2
NW (2)
&NAME3
NE (3)
&NAME4
SE (4)
&MAXUTIL
0.75
&QUEMAX
100
&QUELIM
4.9
&NUMFARE
9
&TOLLMF
TOLL FACILITIES MODEL
&MULTSQ
MULTIPLE SERVER QUEUES
&ACCUQT FLAG FOR USING TOLL FACILTIES MODEL
~ ACCUMULATE QUEUEING TIME
&GMTIME
TIME2
```

&CITYCODE
 MIA
 &TITLE
 2000 MTPM
 &MAXD Maximum sidewalk area around stations
 0.4
 &TERM Auto access terminal time (home end)
 2.0
 &DEF Default auto access time
 2.0
 &NOPT Usage check on second auto connector
 1
 &BACK Backtrack flag for auto connector
 1
 &AOC Auto operating costs
 9.5
 &OC3 Average 3+ auto occupancy
 3.20 3.20 3.20 3.20 3.20 Average park/ride auto occupancy
 &OCTA
 1.2 1.2 1.2
 &TASPD Average auto access speed
 26.0 26.0
 &MINRUN1 Minimum walk-to-local run time
 3.0
 &MINRUN2 Minimum walk-to-premium run time
 3.0
 &MINRUN3 Minimum auto-to-local run time
 30.0
 &MINRUN4 Minimum auto-to-premium run time
 6.0
 &INFL1 Transit fare inflation
 1.0
 &INFL2 Auto operating cost inflation
 1.0
 &INFL3 Parking cost inflation
 1.0
 &MSMIN Minimum mode split
 0.01 0.01 0.01
 &HOVUSE HOV usage flag
 3
 &HOVMIN HOV minimum time
 3.0
 &RAILAC Station walk access impedance flag
 0
 &VAL Validation summary flag
 0
 &KRFAC Kiss/ride additional impedance factor
 1.50
 &JITNEY Jitney flag (0=none, 1=base, 2=alt)
 1
 &VERS Model Version (1=standard FSUTMS, 2=Orlando 10 purposes)
 1
 &DEFMS Default Regional Mode Splits
 0.07770 0.02970 0.02970
 &DEFUPD Update Zonal Default Mode Splits (1=yes, 2=no)
 1
 &MAXTIM

| | |
|--------------------|--|
| 70 | |
| &TRIZONE | TRI RAIL EXTERNAL ZONE |
| 1467 | |
| &MAXTIME | |
| 120 | |
| &ROTANG | |
| 270 | |
| &PORTRAIT | |
| 0 | |
| &LANDSCAPE | |
| 0 | |
| &ROTANGW | |
| &PLT | |
| plt | |
| &ASCII | |
| YES | |
| &DATABASE | Optional entry to enable database capability |
| NO | |
| &DBCOOUT | When activated, writes database files for TASSIGN |
| DBC OUTPUT, INET | |
| &MINUROADFAC | Specifies minimum UROAD factor allowed (Optional) |
| 0.50 | |
| &MAXUROADFAC | Specifies maximum UROAD factor allowed |
| 1.00 | |
| &MINCONFAC | Specifies minimum CONFAC factor allowed |
| 0.04 | |
| &MAXCONFAC | Specifies maximum CONFAC factor allowed |
| 1.00 | |
| &MINBPRCOEFF | Specifies minimum BPR coefficient allowed |
| 0.0 | |
| &MAXBPRCOEFF | Specifies maximum BPR coefficient allowed |
| 1.00 | |
| &MINBPREXP | Specifies minimum BPR exponent allowed |
| 1.00 | |
| &MAXBPREXP | Specifies maximum BPR exponent allowed |
| 10.00 | |
| &EMISTABLES | Tables on HTTAB file for intrazonal emissions (default = |
| 1) | |
| 1 | |
| &ASCII | Outputs file HRLDXY.ASC (similar to NETCARD output) |
| YES | |
| &VFACTORS | Required entry. YES must start in column one |
| YES | |
| &DATABASE | Optional entry to enable database capability |
| NO | |
| &DBCOOUT | When activated, writes database files for TASSIGN |
| ~ DBC OUTPUT, INET | |
| &MINUROADFAC | Specifies minimum UROAD factor allowed (Optional) |
| 0.50 | |
| &MAXUROADFAC | Specifies maximum UROAD factor allowed |
| 1.00 | |
| &MINCONFAC | Specifies minimum CONFAC factor allowed |
| 0.04 | |
| &MAXCONFAC | Specifies maximum CONFAC factor allowed |
| 1.00 | |
| &MINBPRCOEFF | Specifies minimum BPR coefficient allowed |

0.0
&MAXBPRCOEFF Specifies maximum BPR coefficient allowed
1.00
&MINBPREXP Specifies minimum BPR exponent allowed
1.00
&MAXBPREXP Specifies maximum BPR exponent allowed
10.00
&EMISTABLES Tables on HTTAB file for intrazonal emissions (default =
1)
1
&ASCII Outputs file HRLDXY.ASC (similar to NETCARD output)
YES
&MODELCAP
~ MODEL CAPACITY
&COLORS
1,2,3,4,5,6,7,8
&ACTC REPORT TRANSIT TRIPS=0 for CENTERS, 1 FOR TAZs
1
&KTHROW ACTIVITY CENTER TEMP FILES, 1=KEEP, 0=DELETE
1
&STDZ2 STANDARD FSUTMSZ2, 1=TRUE, 0=RTA
1
&SELZONE SELECTED TAZ
1500
&DTBZERO
7000

YEAR 2000 EMIS.OUT

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
 EMISSION MODEL FOR MOBILE 6 -- PROGRAM DATE: 16JAN02
 - RUN TIME: 11:10:15 16DEC04

 * MOBILE6.2 (31-Oct-2002) *
 * Input file: MOBILE6.IN (file 1, run 1). *

*These factors are for Southeast Florida only!

M603 Comment:

User has disabled the calculation of REFUELING emissions.

* #
 * SPEED = EPA default speed distribution
 * File 1, Run 1, Scenario 1.
 * #
 M 48 Warning:

there are no sales for vehicle class HDGV8b

Calendar Year: 2000
 Month: July
 Altitude: Low
 Minimum Temperature: 69.3 (F)
 Maximum Temperature: 91.2 (F)
 Absolute Humidity: 100. grains/lb
 Nominal Fuel RVP: 7.8 psi
 Weathered RVP: 7.5 psi
 Fuel Sulfur Content: 300. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

| LDDT | Vehicle Type: HDDV | LDGV MC | LDGT12 All Veh | LDGT34 <6000 | LDGT >6000 (All) | HDGV | LDDV |
|------------------------------|------------------------------------|------------------|-------------------|-----------------|------------------------|--------|--------|
| | GVWR: ----- | | | | | | |
| 0.0016 | VMT Distribution: 0.0820 | 0.4841 0.0063 | 0.2894 1.0000 | 0.0996 | | 0.0359 | 0.0011 |
| <hr/> | | | | | | | |
| | Composite Emission Factors (g/mi): | | | | | | |
| 0.986 | Composite VOC : 0.785 | 1.691 2.24 | 1.863 1.811 | 2.892 | 2.126 | 2.345 | 0.800 |
| 1.718 | Composite CO : 4.101 | 18.38 16.25 | 23.08 20.777 | 35.90 | 26.36 | 32.91 | 1.784 |
| 1.740 | Composite NOX : 18.055 | 1.206 1.06 | 1.320 2.810 | 1.629 | 1.399 | 5.271 | 1.806 |
| <hr/> | | | | | | | |
| Year = 2000 | | | | | | | |
| Vehicle VMT | | | | | | | |

| Type | Distribution | |
|-------------|--------------|--------|
| LDGV | 0.4841 | |
| LDGT12 | 0.2894 | |
| LDGT34 | 0.0996 | |
| LDGT | 0.0000 | |
| HDGV | 0.0359 | |
| LDDV | 0.0011 | |
| LDDT | 0.0016 | |
| HDDV | 0.0820 | |
| MC | 0.0063 | |
| All Veh | 1.0000 | |
| Speeds: | 1.0 | 65.0 |
| VOC: | 1.811 | 1.811 |
| CO: | 20.777 | 20.777 |
| NOX: | 2.810 | 2.810 |

INPUT CARD ECHO

INFO all reported values have been adjusted by EMISFAC = 0.9991

SCENARIO 1 MOBILE.TEM
 THE FOLLOWING IS A MATRIX WHICH ASSIGNS A SCENARIO TO EACH FT/AT COMBINATION
 AT=> 1 2 3 4 5

| FT | 1 | 2 | 3 | 4 | 5 |
|----|---|---|---|---|---|
| 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 |
| 3 | 1 | 1 | 1 | 1 | 1 |
| 4 | 1 | 1 | 1 | 1 | 1 |
| 5 | 1 | 1 | 1 | 1 | 1 |
| 6 | 1 | 1 | 1 | 1 | 1 |
| 7 | 1 | 1 | 1 | 1 | 1 |
| 8 | 1 | 1 | 1 | 1 | 1 |
| 9 | 1 | 1 | 1 | 1 | 1 |

INPUT COORDINATE SCALE(UNITS) FROM PROFILE.MAS IS 5280

INFO ALL REPORT VALUES ARE BEING ADJUSTED BY A FACTOR OF 0.9991

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
 GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

FT AT VOC CO NOx

| | | | |
|-----|----------|-----------|----------|
| 1 3 | 6060800. | 69533552. | 9404111. |
| 1 4 | 4941224. | 56689016. | 7666946. |
| 1 5 | 283583. | 3253451. | 440015. |

| | | | | |
|---|---|----------|-----------|-----------|
| 2 | 3 | 7569565. | 86843224. | 11745170. |
| 2 | 4 | 8160480. | 93622472. | 12662051. |
| 2 | 5 | 217342. | 2493495. | 337234. |
| 3 | 1 | 1708. | 19599. | 2651. |
| 3 | 3 | 1196326. | 13725046. | 1856254. |
| 3 | 4 | 1099660. | 12616034. | 1706263. |
| 3 | 5 | 103496. | 1187370. | 160587. |
| 4 | 3 | 2695036. | 30919250. | 4181695. |
| 4 | 4 | 1100235. | 12622630. | 1707156. |
| 4 | 5 | 79537. | 912500. | 123412. |
| 5 | 3 | 1330568. | 15265160. | 2064550. |
| 5 | 4 | 1121573. | 12867453. | 1740267. |
| 5 | 5 | 142446. | 1634241. | 221024. |
| 6 | 3 | 260478. | 2988374. | 404165. |
| 6 | 4 | 615292. | 7059044. | 954705. |
| 7 | 3 | 702290. | 8057146. | 1089694. |
| 7 | 4 | 581046. | 6666146. | 901568. |
| 7 | 5 | 38220. | 438483. | 59303. |
| 8 | 3 | 421574. | 4836578. | 654127. |
| 8 | 4 | 39082. | 448380. | 60641. |
| 9 | 3 | 595037. | 6826656. | 923276. |
| 9 | 4 | 21452. | 246117. | 33286. |
| 9 | 5 | 1405152. | 16120845. | 2180275. |

GL TOTAL 40783176.467892352. 63280484.
 (TONS) 44.92 515.30 69.69

- - - - -
 GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AT | VOC | CO | NOx |
|----|----|----------|-----------|----------|
| 1 | 1 | 710850. | 8155348. | 1102976. |
| 1 | 2 | 190442. | 2184875. | 295495. |
| 1 | 3 | 3504975. | 40211408. | 5438421. |
| 1 | 4 | 2336181. | 26802226. | 3624885. |
| 2 | 1 | 391236. | 4488516. | 607052. |
| 2 | 2 | 22681. | 260216. | 35193. |
| 2 | 3 | 6437755. | 73858144. | 9989008. |
| 2 | 4 | 6370172. | 73082792. | 9884138. |
| 2 | 5 | 229387. | 2631684. | 355924. |
| 3 | 1 | 163906. | 1880442. | 254322. |
| 3 | 2 | 2765. | 31727. | 4291. |
| 3 | 3 | 1740916. | 19972950. | 2701256. |
| 3 | 4 | 717370. | 8230145. | 1113092. |
| 3 | 5 | 205258. | 2354851. | 318484. |
| 4 | 1 | 133113. | 1527165. | 206543. |
| 4 | 2 | 15599. | 178958. | 24203. |
| 4 | 3 | 2115770. | 24273536. | 3282889. |
| 4 | 4 | 669071. | 7676030. | 1038150. |
| 4 | 5 | 16972. | 194709. | 26334. |
| 5 | 1 | 74073. | 849816. | 114934. |
| 5 | 2 | 5803. | 66572. | 9004. |
| 5 | 3 | 1043884. | 11976124. | 1619721. |
| 5 | 4 | 576056. | 6608900. | 893825. |

| | | | | |
|---|---|----------|-----------|----------|
| 5 | 5 | 40144. | 460556. | 62288. |
| 6 | 1 | 343555. | 3941495. | 533070. |
| 6 | 2 | 15346. | 176060. | 23811. |
| 6 | 3 | 128872. | 1478508. | 199962. |
| 6 | 4 | 200033. | 2294908. | 310376. |
| 7 | 1 | 216571. | 2484648. | 336038. |
| 7 | 2 | 61593. | 706632. | 95569. |
| 7 | 3 | 565886. | 6492224. | 878046. |
| 7 | 4 | 253216. | 2905066. | 392898. |
| 9 | 3 | 1421338. | 16306542. | 2205390. |

GL TOTAL 30920794.354744128. 47977640.
 (TONS) 34.05 390.69 52.84

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
 GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AT | VOC | CO | NOx |
|----|----|-----|----|-----|
|----|----|-----|----|-----|

| | | | | |
|---|---|----------|-----------|----------|
| 1 | 3 | 51133. | 586627. | 79339. |
| 2 | 3 | 1503782. | 17252390. | 2333311. |
| 2 | 4 | 1559359. | 17890020. | 2419549. |
| 2 | 5 | 11929. | 136861. | 18510. |
| 3 | 3 | 1471275. | 16879444. | 2282872. |
| 3 | 4 | 54491. | 625162. | 84550. |
| 3 | 5 | 551072. | 6322261. | 855059. |
| 4 | 3 | 1038859. | 11918482. | 1611923. |
| 4 | 4 | 208198. | 2388584. | 323046. |
| 4 | 5 | 335771. | 3852183. | 520992. |
| 5 | 3 | 530715. | 6088716. | 823473. |
| 5 | 4 | 134634. | 1544608. | 208902. |
| 5 | 5 | 163868. | 1880000. | 254262. |
| 6 | 3 | 29242. | 335481. | 45372. |
| 6 | 4 | 127016. | 1457214. | 197082. |
| 7 | 3 | 19472. | 223392. | 30213. |
| 9 | 3 | 2018066. | 23152594. | 3131288. |
| 9 | 4 | 164414. | 1886271. | 255110. |

GL TOTAL 9973286.114420272. 15474871.
 (TONS) 10.98 126.01 17.04

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
ALL GEOGRAPHIC LOCATIONS

| FT | AT | VOC | CO | NOx |
|--------|----|-----------|------------|------------|
| 1 | 1 | 710850. | 8155348. | 1102976. |
| 1 | 2 | 190442. | 2184875. | 295495. |
| 1 | 3 | 9616911. | 110331584. | 14921877. |
| 1 | 4 | 7277405. | 83491232. | 11291833. |
| 1 | 5 | 283583. | 3253451. | 440015. |
| 2 | 1 | 391236. | 4488516. | 607052. |
| 2 | 2 | 22681. | 260216. | 35193. |
| 2 | 3 | 15511094. | 177953760. | 24067462. |
| 2 | 4 | 16090004. | 184595456. | 24965702. |
| 2 | 5 | 458659. | 5262041. | 711668. |
| 3 | 1 | 165615. | 1900041. | 256972. |
| 3 | 2 | 2765. | 31727. | 4291. |
| 3 | 3 | 4408517. | 50577488. | 6840388. |
| 3 | 4 | 1871521. | 21471332. | 2903907. |
| 3 | 5 | 859825. | 9864482. | 1334128. |
| 4 | 1 | 133113. | 1527165. | 206543. |
| 4 | 2 | 15599. | 178958. | 24203. |
| 4 | 3 | 5849666. | 67111248. | 9076508. |
| 4 | 4 | 1977504. | 22687256. | 3068350. |
| 4 | 5 | 432279. | 4959390. | 670737. |
| 5 | 1 | 74073. | 849816. | 114934. |
| 5 | 2 | 5803. | 66572. | 9004. |
| 5 | 3 | 2905167. | 33330062. | 4507736. |
| 5 | 4 | 1832263. | 21020972. | 2842994. |
| 5 | 5 | 346458. | 3974798. | 537574. |
| 6 | 1 | 343555. | 3941495. | 533070. |
| 6 | 2 | 15346. | 176060. | 23811. |
| 6 | 3 | 418592. | 4802362. | 649499. |
| 6 | 4 | 942341. | 10811165. | 1462163. |
| 7 | 1 | 216571. | 2484648. | 336038. |
| 7 | 2 | 61593. | 706632. | 95569. |
| 7 | 3 | 1287648. | 14772757. | 1997952. |
| 7 | 4 | 834262. | 9571210. | 1294464. |
| 7 | 5 | 38220. | 438483. | 59303. |
| 8 | 3 | 421574. | 4836578. | 654127. |
| 8 | 4 | 39082. | 448380. | 60641. |
| 9 | 3 | 4034441. | 46285816. | 6259954. |
| 9 | 4 | 185867. | 2132389. | 288396. |
| 9 | 5 | 1405152. | 16120845. | 2180275. |
| SUM | | 81677272. | 937055808. | 126732864. |
| (TONS) | | 89.95 | 1032.00 | 139.57 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

FACILITY

| | TYPE | VOC | CO | NOx |
|--------|------|---------------------|------------|--------|
| 1 | | 18079186.207416480. | 28052186. | |
| 2 | | 32473696.372559936. | 50387216. | |
| 3 | | 7308234.83845096. | 11339701. | |
| 4 | | 8408164.96464096. | 13046346. | |
| 5 | | 5163761.59242084. | 8012259. | |
| 6 | | 1719833.19731074. | 2668543. | |
| 7 | | 2438292.27973734. | 3783329. | |
| 8 | | 460656.5284958. | 714768. | |
| 9 | | 5625458.64539036. | 8728624. | |
| SUM | | 81677272.937055808. | 126732864. | |
| (TONS) | | 89.95 | 1032.00 | 139.57 |

AREA

| | TYPE | VOC | CO | NOx |
|--------|------|---------------------|------------|--------|
| 1 | | 2035012.23347004. | 3157585. | |
| 2 | | 314229.3605041. | 487566. | |
| 3 | | 44453552.510001088. | 68975616. | |
| 4 | | 31050296.356229536. | 48178560. | |
| 5 | | 3824178.43873560. | 5933697. | |
| SUM | | 81677272.937055808. | 126732864. | |
| (TONS) | | 89.95 | 1032.00 | 139.57 |

NUMBER

| | LANES | VOC | CO | NOx |
|--------|-------|---------------------|------------|--------|
| 1 | | 17842382.204699264. | 27684668. | |
| 2 | | 28742184.329749760. | 44597160. | |
| 3 | | 24002126.275368384. | 37242372. | |
| 4 | | 9465321.108592440. | 14686667. | |
| 5 | | 1177612.13510351. | 1827217. | |
| 6 | | 447716.5136499. | 694689. | |
| SUM | | 81677272.937055808. | 126732864. | |
| (TONS) | | 89.95 | 1032.00 | 139.57 |

DAILY VEHICLE MILES

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VMT - GEOGRAPHIC LOCATION NO 1:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|----|-----------|----------|----------|-----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 3346660. | 2728450. | 156589. | 6231698. |
| 2 | 0. | 0. | 4179776. | 4506066. | 120012. | 8805854. |
| 3 | 943. | 0. | 660588. | 607211. | 57148. | 1325891. |
| 4 | 0. | 0. | 1488149. | 607529. | 43919. | 2139596. |
| 5 | 0. | 0. | 734714. | 619312. | 78656. | 1432682. |
| 6 | 0. | 0. | 143831. | 339753. | 0. | 483584. |
| 7 | 0. | 0. | 387791. | 320842. | 21104. | 729738. |
| 8 | 0. | 0. | 232785. | 21581. | 0. | 254366. |
| 9 | 0. | 0. | 328568. | 11846. | 775899. | 1116312. |
| GL TOTAL | 943. | 0. | 11502874. | 9762576. | 1253328. | 22519720. |

DAILY VMT - GEOGRAPHIC LOCATION NO 2:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|---------|----------|----------|---------|-----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 392518. | 105158. | 1935381. | 1289995. | 0. | 3723052. |
| 2 | 216033. | 12524. | 3554806. | 3517486. | 126663. | 7427512. |
| 3 | 90506. | 1527. | 961301. | 396118. | 113339. | 1562791. |
| 4 | 73503. | 8613. | 1168289. | 369448. | 9371. | 1629225. |
| 5 | 40902. | 3204. | 576413. | 318087. | 22167. | 960773. |
| 6 | 189705. | 8474. | 71161. | 110454. | 0. | 379794. |
| 7 | 119586. | 34010. | 312472. | 139821. | 0. | 605890. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 784836. | 0. | 0. | 784836. |
| GL TOTAL | 1122752. | 173511. | 9364665. | 6141412. | 271541. | 17073880. |

DAILY VMT - GEOGRAPHIC LOCATION NO 3:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|----|---------|---------|---------|----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 28234. | 0. | 0. | 28234. |
| 2 | 0. | 0. | 830360. | 861049. | 6587. | 1697995. |
| 3 | 0. | 0. | 812410. | 30089. | 304291. | 1146790. |
| 4 | 0. | 0. | 573638. | 114963. | 185406. | 874007. |

| | | | | | | |
|----------|----|----|----------|----------|---------|----------|
| 5 | 0. | 0. | 293051. | 74342. | 90485. | 457878. |
| 6 | 0. | 0. | 16147. | 70136. | 0. | 86283. |
| 7 | 0. | 0. | 10752. | 0. | 0. | 10752. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 1114338. | 90787. | 0. | 1205124. |
| GL TOTAL | 0. | 0. | 3678932. | 1241365. | 586768. | 5507066. |

DAILY VEHICLE MILES

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

| FT | AREA TYPES | | | | | TOTAL |
|-------|------------|---------|-----------|-----------|----------|-----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 392518. | 105158. | 5310276. | 4018446. | 156589. | 9982987. |
| 2 | 216033. | 12524. | 8564949. | 8884603. | 253263. | 17931370. |
| 3 | 91449. | 1527. | 2434302. | 1033418. | 474779. | 4035475. |
| 4 | 73503. | 8613. | 3230079. | 1091940. | 238696. | 4642832. |
| 5 | 40902. | 3204. | 1604178. | 1011742. | 191308. | 2851333. |
| 6 | 189705. | 8474. | 231138. | 520343. | 0. | 949660. |
| 7 | 119586. | 34010. | 711015. | 460664. | 21104. | 1346380. |
| 8 | 0. | 0. | 232785. | 21581. | 0. | 254366. |
| 9 | 0. | 0. | 2227742. | 102632. | 775899. | 3106272. |
| TOTAL | 1123696. | 173511. | 24546488. | 17145366. | 2111639. | 45100700. |

DAILY VMT
FACILITY
TYPE

| | |
|---|-----------|
| 1 | 9982987. |
| 2 | 17931330. |
| 3 | 4035474. |
| 4 | 4642822. |
| 5 | 2851329. |
| 6 | 949661. |
| 7 | 1346379. |
| 8 | 254366. |
| 9 | 3106274. |

TOTAL 45100580.

DAILY VMT
AREA
TYPE

| | |
|---|-----------|
| 1 | 1123696. |
| 2 | 173511. |
| 3 | 24546488. |
| 4 | 17145366. |
| 5 | 2111639. |

TOTAL 45100580.

DAILY VMT
NUMBER
LANES

| | |
|---|-----------|
| 1 | 9852199. |
| 2 | 15870889. |
| 3 | 13253519. |
| 4 | 5226566. |
| 5 | 650255. |
| 6 | 247220. |

TOTAL 45100580.

DAILY VEHICLE HOURS

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VHT - GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|----|---------|---------|--------|---------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 89893. | 85076. | 2493. | 177463. |
| 2 | 0. | 0. | 179961. | 235912. | 2593. | 418466. |
| 3 | 51. | 0. | 29362. | 30298. | 1134. | 60845. |
| 4 | 0. | 0. | 61525. | 35881. | 2525. | 99932. |
| 5 | 0. | 0. | 42096. | 40263. | 1682. | 84040. |
| 6 | 0. | 0. | 5893. | 15604. | 0. | 21498. |
| 7 | 0. | 0. | 21029. | 17519. | 464. | 39012. |
| 8 | 0. | 0. | 6765. | 474. | 0. | 7239. |
| 9 | 0. | 0. | 21369. | 420. | 21454. | 43243. |
| GL TOTAL | 51. | 0. | 457894. | 461448. | 32345. | 951737. |

DAILY VHT - GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|-------|---------|---------|-------|---------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 10384. | 2406. | 58329. | 57902. | 0. | 129022. |
| 2 | 14918. | 357. | 167077. | 223547. | 2811. | 408711. |
| 3 | 4988. | 54. | 58847. | 33322. | 2632. | 99844. |
| 4 | 4149. | 534. | 63236. | 28494. | 242. | 96655. |
| 5 | 4058. | 256. | 36080. | 21036. | 718. | 62149. |
| 6 | 13013. | 656. | 3977. | 7505. | 0. | 25151. |
| 7 | 6126. | 1240. | 12763. | 6116. | 0. | 26245. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |

| | | | | | | |
|----------|--------|-------|---------|---------|-------|---------|
| 9 | 0. | 0. | 38749. | 0. | 0. | 38749. |
| GL TOTAL | 57637. | 5504. | 439059. | 377922. | 6403. | 886525. |

DAILY VHT - GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| ----- AREA TYPES ----- | | | | | | |
|------------------------|----|----|---------|--------|--------|---------|
| FT | 1 | 2 | 3 | 4 | 5 | TOTAL |
| 1 | 0. | 0. | 586. | 0. | 0. | 586. |
| 2 | 0. | 0. | 30776. | 34178. | 140. | 65094. |
| 3 | 0. | 0. | 31933. | 1119. | 7174. | 40226. |
| 4 | 0. | 0. | 21136. | 5196. | 4904. | 31236. |
| 5 | 0. | 0. | 18333. | 4954. | 2547. | 25835. |
| 6 | 0. | 0. | 789. | 2860. | 0. | 3649. |
| 7 | 0. | 0. | 416. | 0. | 0. | 416. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 35825. | 2025. | 0. | 37850. |
| GL TOTAL | 0. | 0. | 139795. | 50332. | 14765. | 204892. |

DAILY VEHICLE HOURS

INFO all reported values have been adjusted by EMISFAC = 0.9991

| ----- AREA TYPES ----- | | | | | | |
|------------------------|--------|-------|----------|---------|--------|----------|
| FT | 1 | 2 | 3 | 4 | 5 | TOTAL |
| 1 | 10384. | 2406. | 148808. | 142979. | 2493. | 307070. |
| 2 | 14918. | 357. | 377815. | 493636. | 5544. | 892271. |
| 3 | 5039. | 54. | 120143. | 64739. | 10940. | 200914. |
| 4 | 4149. | 534. | 145898. | 69571. | 7671. | 227822. |
| 5 | 4058. | 256. | 96509. | 66254. | 4947. | 172024. |
| 6 | 13013. | 656. | 10659. | 25969. | 0. | 50297. |
| 7 | 6126. | 1240. | 34208. | 23635. | 464. | 65673. |
| 8 | 0. | 0. | 6765. | 474. | 0. | 7239. |
| 9 | 0. | 0. | 95944. | 2445. | 21454. | 119842. |
| TOTAL | 57688. | 5504. | 1036748. | 889702. | 53513. | 2043154. |

DAILY VHT
FACILITY
TYPE

| | |
|---|---------|
| 1 | 307070. |
| 2 | 892270. |
| 3 | 200914. |
| 4 | 227822. |
| 5 | 172024. |
| 6 | 50297. |

7 65673.
 8 7239.
 9 119842.

TOTAL 2043160.

 DAILY VHT
 AREA
 TYPE

1 57688.
 2 5504.
 3 1036748.
 4 889702.
 5 53513.

TOTAL 2043160.

 DAILY VHT
 NUMBER
 LANES

1 565960.
 2 695923.
 3 594898.
 4 165354.
 5 15124.
 6 5894.

TOTAL 2043160.

AVERAGE CONGESTED SPEED (mph)

INFO all reported values have been adjusted by EMISFAC = 0.9991

 AVERAGE SPEED - GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----------|------------------------|------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 0.00 | 0.00 | 37.23 | 32.07 | 62.80 |
| 2 | 0.00 | 0.00 | 23.23 | 19.10 | 46.29 |
| 3 | 18.57 | 0.00 | 22.50 | 20.04 | 50.39 |
| 4 | 0.00 | 0.00 | 24.19 | 16.93 | 17.39 |
| 5 | 0.00 | 0.00 | 17.45 | 15.38 | 46.77 |
| 6 | 0.00 | 0.00 | 24.41 | 21.77 | 0.00 |
| 7 | 0.00 | 0.00 | 18.44 | 18.31 | 45.50 |
| 8 | 0.00 | 0.00 | 34.41 | 45.51 | 0.00 |
| 9 | 0.00 | 0.00 | 15.38 | 28.20 | 36.17 |
| GL TOTAL | 18.57 | 0.00 | 25.12 | 21.16 | 38.75 |

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----------|------------------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 37.80 | 43.71 | 33.18 | 22.28 | 0.00 |
| 2 | 14.48 | 35.08 | 21.28 | 15.73 | 45.05 |
| 3 | 18.14 | 28.20 | 16.34 | 11.89 | 43.07 |
| 4 | 17.72 | 16.13 | 18.48 | 12.97 | 38.70 |
| 5 | 10.08 | 12.50 | 15.98 | 15.12 | 30.87 |
| 6 | 14.58 | 12.91 | 17.89 | 14.72 | 0.00 |
| 7 | 19.52 | 27.43 | 24.48 | 22.86 | 0.00 |
| 8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 | 20.25 | 0.00 | 0.00 |
| GL TOTAL | 19.48 | 31.53 | 21.33 | 16.25 | 42.41 |

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----------|------------------------|------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 0.00 | 0.00 | 48.17 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 | 26.98 | 25.19 | 47.04 |
| 3 | 0.00 | 0.00 | 25.44 | 26.89 | 42.42 |
| 4 | 0.00 | 0.00 | 27.14 | 22.13 | 37.81 |
| 5 | 0.00 | 0.00 | 15.98 | 15.01 | 35.52 |
| 6 | 0.00 | 0.00 | 20.46 | 24.52 | 0.00 |
| 7 | 0.00 | 0.00 | 25.87 | 0.00 | 0.00 |
| 8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 | 31.10 | 44.84 | 0.00 |
| GL TOTAL | 0.00 | 0.00 | 26.32 | 24.66 | 39.74 |

AVERAGE CONGESTED SPEED (mph)

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
AVERAGE SPEED - ALL GEOGRAPHIC LOCATIONS

| FT | ----- AREA TYPES ----- | | | | |
|----|------------------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 37.80 | 43.71 | 35.69 | 28.11 | 62.80 |
| 2 | 14.48 | 35.08 | 22.67 | 18.00 | 45.68 |
| 3 | 18.15 | 28.20 | 20.26 | 15.96 | 43.40 |
| 4 | 17.72 | 16.13 | 22.14 | 15.70 | 31.11 |
| 5 | 10.08 | 12.50 | 16.62 | 15.27 | 38.67 |
| 6 | 14.58 | 12.91 | 21.68 | 20.04 | 0.00 |

| | | | | | |
|-------|-------|-------|-------|-------|-------|
| 7 | 19.52 | 27.43 | 20.79 | 19.49 | 45.50 |
| 8 | 0.00 | 0.00 | 34.41 | 45.51 | 0.00 |
| 9 | 0.00 | 0.00 | 23.22 | 41.98 | 36.17 |
| TOTAL | 19.48 | 31.53 | 23.68 | 19.27 | 39.46 |

 AVERAGE SPEED
 FACILITY
 TYPE

| | |
|-------|-------|
| 1 | 32.51 |
| 2 | 20.10 |
| 3 | 20.09 |
| 4 | 20.38 |
| 5 | 16.58 |
| 6 | 18.88 |
| 7 | 20.50 |
| 8 | 35.14 |
| 9 | 25.92 |
| TOTAL | 22.07 |

 AVERAGE SPEED
 AREA
 TYPE

| | |
|-------|-------|
| 1 | 19.48 |
| 2 | 31.53 |
| 3 | 23.68 |
| 4 | 19.27 |
| 5 | 39.46 |
| TOTAL | 22.07 |

 AVERAGE SPEED
 NUMBER
 LANES

| | |
|-------|-------|
| 1 | 17.41 |
| 2 | 22.81 |
| 3 | 22.28 |
| 4 | 31.61 |
| 5 | 42.99 |
| 6 | 41.95 |
| TOTAL | 22.07 |

□

YEAR 2000 HEVAL.OUT

FLORIDA D.O.T.
PAGE NO. 1
FSUTMS
DATE 16DEC04
VER 5.50
TIME 11:00:45

miami

HIGHWAY ASSIGNMENT

"HELABELS.SYN" CONTENTS:

| | | | | |
|-------------|---|---|---------|-----------------|
| LABEL FT 11 | 1 | 1 | FREEWAY | FREEWAY |
| LABEL FT 12 | 1 | 1 | | |
| LABEL FT 15 | 1 | 1 | | |
| LABEL FT 16 | 1 | 1 | | |
| LABEL FT 17 | 1 | 1 | | |
| LABEL FT 21 | 2 | 2 | D. ART | DIV. ARTERIAL |
| LABEL FT 22 | 2 | 2 | | |
| LABEL FT 23 | 2 | 2 | | |
| LABEL FT 24 | 2 | 2 | | |
| LABEL FT 25 | 2 | 2 | | |
| LABEL FT 31 | 3 | 3 | U. ART | UNDIV. ARTERIAL |
| LABEL FT 32 | 3 | 3 | | |
| LABEL FT 33 | 3 | 3 | | |
| LABEL FT 34 | 3 | 3 | | |
| LABEL FT 35 | 3 | 3 | | |
| LABEL FT 36 | 3 | 3 | | |
| LABEL FT 37 | 3 | 3 | | |
| LABEL FT 38 | 3 | 3 | | |
| LABEL FT 41 | 4 | 4 | COLLCTR | COLLECTOR |
| LABEL FT 42 | 4 | 4 | | |
| LABEL FT 43 | 4 | 4 | | |
| LABEL FT 44 | 4 | 4 | | |
| LABEL FT 45 | 4 | 4 | | |
| LABEL FT 46 | 4 | 4 | | |
| LABEL FT 47 | 4 | 4 | | |
| LABEL FT 48 | 4 | 4 | | |
| LABEL FT 51 | 5 | 5 | LOCAL | CENTROID CONN. |
| LABEL FT 52 | 5 | 5 | | |
| LABEL FT 61 | 6 | 6 | 1 WAY | ONE WAY |
| LABEL FT 62 | 6 | 6 | | |
| LABEL FT 63 | 6 | 6 | | |
| LABEL FT 64 | 6 | 6 | | |
| LABEL FT 65 | 6 | 6 | | |
| LABEL FT 66 | 6 | 6 | | |
| LABEL FT 67 | 6 | 6 | | |
| LABEL FT 68 | 6 | 6 | | |
| LABEL FT 71 | 7 | 7 | RAMP | RAMPS |
| LABEL FT 72 | 7 | 7 | | |
| LABEL FT 73 | 7 | 7 | | |
| LABEL FT 74 | 7 | 7 | | |
| LABEL FT 75 | 7 | 7 | | |
| LABEL FT 76 | 7 | 7 | | |
| LABEL FT 77 | 7 | 7 | | |
| LABEL FT 78 | 7 | 7 | | |
| LABEL FT 79 | 7 | 7 | | |
| LABEL FT 81 | 8 | 8 | HOV | HOV |
| LABEL FT 82 | 8 | 8 | | |
| LABEL FT 83 | 8 | 8 | | |
| LABEL FT 84 | 8 | 8 | | |

"HELABELS.SYN" CONTENTS:

| | | | | | | | | | | |
|-------|----|----|---|---|--------|--|-------------|--|--|--|
| LABEL | FT | 85 | 8 | 8 | | | | | | |
| LABEL | FT | 86 | 8 | 8 | | | | | | |
| LABEL | FT | 87 | 8 | 8 | | | | | | |
| LABEL | FT | 88 | 8 | 8 | | | | | | |
| LABEL | FT | 89 | 8 | 8 | | | | | | |
| LABEL | FT | 91 | 9 | 9 | TOLL | | TOLL | | | |
| LABEL | FT | 92 | 9 | 9 | | | | | | |
| LABEL | FT | 93 | 9 | 9 | | | | | | |
| LABEL | FT | 94 | 9 | 9 | | | | | | |
| LABEL | FT | 95 | 9 | 9 | | | | | | |
| LABEL | FT | 96 | 9 | 9 | | | | | | |
| LABEL | FT | 97 | 9 | 9 | | | | | | |
| LABEL | FT | 98 | 9 | 9 | | | | | | |
| LABEL | FT | 99 | 9 | 9 | | | | | | |
| LABEL | AT | 11 | 1 | 1 | CBD | | CBD | | | |
| LABEL | AT | 12 | 1 | 1 | | | | | | |
| LABEL | AT | 13 | 1 | 1 | | | | | | |
| LABEL | AT | 14 | 1 | 1 | | | | | | |
| LABEL | AT | 21 | 2 | 2 | FRINGE | | FRINGE | | | |
| LABEL | AT | 31 | 3 | 3 | RESID. | | RESIDENTIAL | | | |
| LABEL | AT | 32 | 3 | 3 | | | | | | |
| LABEL | AT | 33 | 3 | 3 | | | | | | |
| LABEL | AT | 34 | 3 | 3 | | | | | | |
| LABEL | AT | 41 | 4 | 4 | OBD | | OBD | | | |
| LABEL | AT | 42 | 4 | 4 | | | | | | |
| LABEL | AT | 43 | 4 | 4 | | | | | | |
| LABEL | AT | 44 | 4 | 4 | | | | | | |
| LABEL | AT | 51 | 5 | 5 | RURAL | | RURAL | | | |
| LABEL | AT | 52 | 5 | 5 | | | | | | |

FACILITY TYPES SELECTED:**FACILITY TYPES SKIPPED:**

| | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | | |

AREA TYPES SELECTED:

AREA TYPES SKIPPED:

| | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | |

| | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|---|---|
| ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | *** | * | * |
| * | * | * | * | * | * | * | * | * | * | * | * | * |
| * | * | **** | *** | * | **** | * | **** | * | * | * | * | * |
| * | * | * | * | * | * | * | * | * | * | * | * | * |
| ***** | ***** | ***** | ***** | * | * | ***** | * | * | ***** | *** | * | * |

HEVAL MODULE (D5520931.DRIVER.SETUP.FORT(HEVAL))

A GENERAL PURPOSE HIGHWAY EVALUATION PROGRAM DESIGNED TO PROVIDE THE TRANSPORTATION PLANNER WITH A TOOL TO EVALUATE A HIGHWAY ASSIGNMENT. THE PROGRAM OPERATES IN TWO MODES. ONE MODE ALLOWS THE USER TO PRINT A VARIETY OF REPORTS DESIGNED TO ASSIST IN THE TASK OF MODEL VALIDATION. THIS MODE IS REFERRED TO INTERNALLY AS VALIDATION AND IS SET BY THE USER WITH A STATEMENT - "VALIDATE=T". THE OTHER MODE IS AS AN ASSIGNMENT ANALYSIS TOOL. THIS MODE IS GENERALLY USED FOR ASSIGNMENTS TO FUTURE YEAR NETWORKS. THIS MODE IS SET BY THE USER WITH A STATEMENT "ANALYSIS=T".

INPUT DATA FOR THIS RUN:

USES HRLDXY FILE AS DATA SOURCE
RATES=1979 UROAD AND CUTS RATES

OUTPUT DATA SETS FOR THIS RUN:

PRINTOUT ONLY

DATE AND TIME OF THIS RUN:

16DEC04 (DDMMYY) 11:00:45 (HH.MM.SS)

TYPE OF RUN:

ANALYSIS

```
***   ****   ****   *   *   *   *   ****   *****   *****   ***   *   *   ***
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*****   ***   ***   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   ****   ****   ***   *   *   *   *   *   *   *   *   *   *   *   *   *
```

FACILITY AND AREA TYPES AS DEFINED IN THE HNET MODULE:

FACILITY TYPE 1 - FREEWAYS
 FACILITY TYPE 2 - EXPRESSWAYS AND DIVIDED ARTERIALS
 FACILITY TYPE 3 - UNDIVIDED ARTERIALS
 FACILITY TYPE 4 - COLLECTORS
 FACILITY TYPE 5 - LOCALS (CENTROID CONNECTORS) - NOT INCLUDED
 FACILITY TYPE 6 - ONE WAYS
 FACILITY TYPE 8 - HOV LINKS
 FACILITY TYPE 9 - TOLL RAMPS

AREA TYPE 1 - CBD
 AREA TYPE 2 - FRINGE
 AREA TYPE 3 - RESIDENTIAL
 AREA TYPE 4 - OBD
 AREA TYPE 5 - RURAL

LANE VALUES REPORTED ARE TRUE LANE VALUES.

THE FOLLOWING RATES ARE USED IN THE VARIOUS CALCULATIONS:

ACCIDENT RATES: FREEWAYS - 1.060 PER MILLION VEHICLE MILES
 ARTERIALS - 5.830 PER MILLION VEHICLE MILES
 LOCALS - 8.630 PER MILLION VEHICLE MILES

INJURY RATES : FREEWAYS - 0.730 PER MILLION VEHICLE MILES
 ARTERIALS - 3.850 PER MILLION VEHICLE MILES
 LOCALS - 3.490 PER MILLION VEHICLE MILES

FATALITY RATES: FREEWAYS - 0.009 PER MILLION VEHICLE MILES
 ARTERIALS - 0.019 PER MILLION VEHICLE MILES
 LOCALS - 0.018 PER MILLION VEHICLE MILES

| | | | | | | | | | | | | | |
|--|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------|--------|--------|--------|--------|--------|
| *** | ***** | ***** | * | * | * | * | ***** | ***** | ***** | *** | * | * | *** |
| * | * | * | * | * | * | * | ** | ** | * | * | * | ** | * |
| ***** | *** | *** | * | * | * | * | ** | ** | * | * | * | ** | *** |
| * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| * | * | **** | **** | *** | * | * | * | * | ***** | *** | * | * | **** |
| CARBON MONOXIDE EMISSIONS (GRAMS PER VEHICLE MILE) | | | | | | | | | | | | | |
| -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ |
| ³ SPEED | ³ FT 1 | ³ FT 2 | ³ FT 3 | ³ FT 4 | ³ FT 5 | ³ FT 6 | ³ FT 7 | ³ | | | | | |
| FT 8 | ³ FT 9 | ³ | | | | | | | | | | | |
| -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ |
| ³ LT 20 | ³ 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 |
| 37.73 | 37.73 | ³ | | | | | | | | | | | |
| ³ 20 - 25 | ³ 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 |
| 27.77 | 27.77 | ³ | | | | | | | | | | | |
| ³ 25 - 30 | ³ 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 |
| 21.82 | 21.82 | ³ | | | | | | | | | | | |
| ³ 30 - 35 | ³ 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 |
| 17.72 | 17.72 | ³ | | | | | | | | | | | |
| ³ 35 - 40 | ³ 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 |
| 14.74 | 14.74 | ³ | | | | | | | | | | | |
| ³ 40 - 45 | ³ 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 |
| 12.49 | 12.49 | ³ | | | | | | | | | | | |
| ³ 45 - 50 | ³ 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 |
| 10.76 | 10.76 | ³ | | | | | | | | | | | |
| ³ 50 - 55 | ³ 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 |
| 10.64 | 10.64 | ³ | | | | | | | | | | | |
| ³ 55 - 60 | ³ 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 |
| 12.84 | 12.84 | ³ | | | | | | | | | | | |
| ³ GE 60 | ³ 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 |
| 17.23 | 17.23 | ³ | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------|--------|--------|--------|--------|--------|
| -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ |
| ³ SPEED | ³ FT 1 | ³ FT 2 | ³ FT 3 | ³ FT 4 | ³ FT 5 | ³ FT 6 | ³ FT 7 | ³ | | | | | |
| FT 8 | ³ FT 9 | ³ | | | | | | | | | | | |
| -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ | -----+ |
| ³ LT 20 | ³ 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 |
| 2.30 | 2.30 | ³ | | | | | | | | | | | |
| ³ 20 - 25 | ³ 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 |
| 1.73 | 1.73 | ³ | | | | | | | | | | | |
| ³ 25 - 30 | ³ 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 |
| 1.47 | 1.47 | ³ | | | | | | | | | | | |
| ³ 30 - 35 | ³ 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 |
| 1.29 | 1.29 | ³ | | | | | | | | | | | |
| ³ 35 - 40 | ³ 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 |
| 1.16 | 1.16 | ³ | | | | | | | | | | | |

| | | | | | | | | | | | |
|--|----|----|------|--------------|------|------|------|------|------|------|------|
| ³ | 40 | - | 45 | ³ | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| 1.05 | | | 1.05 | ³ | | | | | | | |
| ³ | 45 | - | 50 | ³ | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| 0.97 | | | 0.97 | ³ | | | | | | | |
| ³ | 50 | - | 55 | ³ | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| 0.95 | | | 0.95 | ³ | | | | | | | |
| ³ | 55 | - | 60 | ³ | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| 0.98 | | | 0.98 | ³ | | | | | | | |
| ³ | GE | 60 | | ³ | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 |
| 1.07 | | | 1.07 | ³ | | | | | | | |
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | |
| -----+-----+ | | | | | | | | | | | |

| OXIDES OF NITROGEN EMISSIONS (GRAMS PER VEHICLE MILE) | | | | | | | | | | | | | | | | |
|--|----|-----------------|--------------|-----------------|--------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|--------------|
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | | | | |
| ³ SPEED | | ³ FT | 1 | ³ FT | 2 | ³ FT | 3 | ³ FT | 4 | ³ FT | 5 | ³ FT | 6 | ³ FT | 7 | ³ |
| FT | 8 | ³ FT | 9 | ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ |
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | | | | |
| ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ |
| ³ | LT | 20 | ³ | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 |
| 1.99 | | | ³ | 1.99 | ³ | | | | | | | | | | | |
| ³ | 20 | - | 25 | ³ | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 |
| 1.89 | | | 1.89 | ³ | | | | | | | | | | | | |
| ³ | 25 | - | 30 | ³ | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 |
| 1.88 | | | 1.88 | ³ | | | | | | | | | | | | |
| ³ | 30 | - | 35 | ³ | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 |
| 1.89 | | | 1.89 | ³ | | | | | | | | | | | | |
| ³ | 35 | - | 40 | ³ | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 |
| 1.91 | | | 1.91 | ³ | | | | | | | | | | | | |
| ³ | 40 | - | 45 | ³ | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 |
| 1.94 | | | 1.94 | ³ | | | | | | | | | | | | |
| ³ | 45 | - | 50 | ³ | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 |
| 1.99 | | | 1.99 | ³ | | | | | | | | | | | | |
| ³ | 50 | - | 55 | ³ | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 |
| 2.25 | | | 2.25 | ³ | | | | | | | | | | | | |
| ³ | 55 | - | 60 | ³ | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 |
| 2.56 | | | 2.56 | ³ | | | | | | | | | | | | |
| ³ | GE | 60 | ³ | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 |
| 2.92 | | | 2.92 | ³ | | | | | | | | | | | | |
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | | | | |
| -----+-----+ | | | | | | | | | | | | | | | | |

```

***   ****   ****   *   *   *   *   ****   *****   *****   ***   *   *   ****
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*****   ***   ***   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   ****   ****   ***   *   *   *   *   *   *   *   *   *   *   *   *   *

```

FUEL USE (GALLONS PER MILE)

| | ³ SPEED FT 8 | ³ FT 9 | ³ FT 1 | ³ FT 2 | ³ FT 3 | ³ FT 4 | ³ FT 5 | ³ FT 6 | ³ FT 7 | ³ |
|--|------------------------------|---------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------|
| | | | | | | | | | | |
| | ³ LT 20 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | ³ 20 - 25 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | ³ 25 - 30 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | ³ 30 - 35 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | ³ 35 - 40 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | ³ 40 - 45 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | ³ 45 - 50 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | ³ 50 - 55 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | ³ 55 - 60 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | ³ 60 - 65 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | ³ GE 65 0.06 | ³ 0.06 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| | | | | | | | | | | |

EVAL USES CONSTRUCTION CODES TO CALCULATE NEW AND IMPROVED LANE MILES AND CONSTRUCTION COSTS. THE CODE DEFINITIONS ARE:

CODE

- 1 - ADD 2 LANES, FT REMAINS SAME (ONE WAY - ADD 1 LANE)
- 2 - ADD 4 LANES, FT REMAINS SAME (ONE WAY - ADD 2 LANES)
- 3 - ADD 6 LANES, FT REMAINS SAME (ONE WAY - ADD 3 LANES)
- 4 - ADD 2 LANES, UPGRADE FT BY 1
- 5 - ADD 2 LANES, UPGRADE FT BY 2
- 6 - ADD 4 LANES, UPGRADE FT BY 1
- 7 - NEW CONSTRUCTION - 2 LANES (ONE WAY - 1 LANE)
- 8 - NEW CONSTRUCTION - 4 LANES (ONE WAY - 2 LANES)
- 9 - NEW CONSTRUCTION - 6 LANES (ONE WAY - 3 LANES)
- 0 - NO NEW CONSTRUCTION

CONSTRUCTION COST : THOUSAND DOLLARS PER MILE

| | | FT 1 | FT 2 | FT 3 | FT 4 | FT 5 | FT 6 | FT 7 |
|---------|---------|---------|---------|---------|---------|------|---------|---------|
| FT 8 | FT 9 | CODE | | | | | | |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 1901.00 | 1901.00 | 1901.00 | 1478.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 |
| 2628.00 | 2628.00 | 2628.00 | 2464.00 | 2217.00 | 2217.00 | 0.00 | 2217.00 | 2217.00 |
| 2713.00 | 2713.00 | 2713.00 | 2851.00 | 2534.00 | 2534.00 | 0.00 | 2534.00 | 2534.00 |
| 0.00 | 0.00 | 0.00 | 1478.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 |
| 0.00 | 0.00 | 0.00 | 2464.00 | 2217.00 | 2217.00 | 0.00 | 2217.00 | 2217.00 |
| 0.00 | 0.00 | 0.00 | 1267.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 |
| 2059.00 | 2059.00 | 2059.00 | 2112.00 | 1760.00 | 1760.00 | 0.00 | 1760.00 | 1760.00 |
| 2628.00 | 2628.00 | 2628.00 | 2464.00 | 2218.00 | 2218.00 | 0.00 | 2218.00 | 2218.00 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 6.14 | 1.68 | 90.04 | 55.51 | 2.03 | 155.40 |
| D. ART | 5.85 | 0.47 | 265.46 | 216.82 | 19.39 | 507.99 |
| U. ART | 6.34 | 0.20 | 163.88 | 47.66 | 61.60 | 279.68 |
| COLLCTR | 7.04 | 0.85 | 343.28 | 77.09 | 122.47 | 550.73 |
| 1 WAY | 16.85 | 1.18 | 19.24 | 32.92 | 0.00 | 70.19 |
| RAMP | 6.72 | 1.88 | 51.74 | 30.63 | 2.02 | 92.99 |
| HOV | 0.00 | 0.00 | 22.61 | 3.27 | 0.00 | 25.88 |
| TOLL | 0.00 | 0.00 | 91.64 | 4.39 | 37.48 | 133.51 |
| Totals | 48.94 | 6.26 | 1047.89 | 468.29 | 244.99 | 1816.37 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL LANE MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|---------|---------|--------|---------|
| FREEWAY | 21.36 | 5.72 | 306.08 | 187.24 | 10.40 | 530.80 |
| D. ART | 25.67 | 2.32 | 1174.31 | 1038.73 | 78.38 | 2319.41 |
| U. ART | 18.53 | 0.40 | 383.64 | 146.22 | 123.52 | 672.31 |
| COLLCTR | 17.69 | 1.70 | 831.60 | 208.78 | 259.50 | 1319.27 |
| 1 WAY | 45.27 | 2.53 | 46.79 | 85.64 | 0.00 | 180.23 |
| RAMP | 9.49 | 2.71 | 71.09 | 38.18 | 3.30 | 124.77 |
| HOV | 0.00 | 0.00 | 22.61 | 3.27 | 0.00 | 25.88 |
| TOLL | 0.00 | 0.00 | 217.93 | 8.44 | 73.72 | 300.09 |
| Totals | 138.01 | 15.38 | 3054.05 | 1716.50 | 548.82 | 5472.76 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL DIRECTIONAL SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 6.14 | 1.68 | 94.45 | 55.51 | 2.60 | 160.38 |
| D. ART | 11.70 | 0.94 | 530.92 | 433.64 | 38.78 | 1015.98 |
| U. ART | 12.66 | 0.40 | 327.76 | 95.32 | 123.20 | 559.34 |
| COLLCTR | 14.08 | 1.70 | 686.56 | 154.18 | 244.94 | 1101.46 |
| 1 WAY | 16.85 | 1.18 | 19.24 | 32.92 | 0.00 | 70.19 |
| RAMP | 6.72 | 1.88 | 53.46 | 30.89 | 2.02 | 94.97 |
| HOV | 0.00 | 0.00 | 22.61 | 3.27 | 0.00 | 25.88 |
| TOLL | 0.00 | 0.00 | 92.05 | 4.39 | 37.48 | 133.92 |
| Totals | 68.15 | 7.78 | 1827.05 | 810.12 | 449.02 | 3162.12 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: AVERAGE LINK LENGTH USING SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.18 | 0.13 | 0.33 | 0.32 | 0.41 | 0.31 |
| D. ART | 0.11 | 0.09 | 0.25 | 0.20 | 0.38 | 0.22 |
| U. ART | 0.10 | 0.10 | 0.27 | 0.19 | 0.71 | 0.28 |
| COLLCTR | 0.09 | 0.08 | 0.25 | 0.21 | 0.50 | 0.27 |
| 1 WAY | 0.06 | 0.07 | 0.21 | 0.23 | 0.00 | 0.13 |
| RAMP | 0.10 | 0.09 | 0.12 | 0.09 | 0.11 | 0.10 |
| HOV | 0.00 | 0.00 | 0.22 | 0.16 | 0.00 | 0.21 |
| TOLL | 0.00 | 0.00 | 0.25 | 0.15 | 0.66 | 0.30 |
| Totals | 0.09 | 0.09 | 0.24 | 0.19 | 0.53 | 0.23 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL VMT USING VOLUMES ON LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 392880 | 105255 | 5315165 | 4022145 | 156733 | 9992177 |
| D. ART | 216232 | 12536 | 8572829 | 8892784 | 253496 | 17947876 |
| U. ART | 91533 | 1528 | 2436540 | 1034370 | 475216 | 4039189 |
| COLLCTR | 73570 | 8621 | 3233050 | 1092946 | 238916 | 4647103 |
| 1 WAY | 189879 | 8482 | 231351 | 520822 | 0 | 950534 |
| RAMP | 119697 | 34042 | 711670 | 461088 | 21124 | 1347620 |
| HOV | 0 | 0 | 233000 | 21600 | 0 | 254600 |
| TOLL | 0 | 0 | 2229794 | 102727 | 776613 | 3109134 |
| Totals | 1083791 | 170464 | 22963398 | 16148483 | 1922098 | 42288232 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL VMT USING CAPACITY

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 412177 | 110536 | 5708526 | 3508877 | 188443 | 9928559 |
| D. ART | 211054 | 20539 | 10448986 | 8893394 | 1074575 | 20648548 |
| U. ART | 139427 | 2574 | 2822583 | 1105346 | 1435853 | 5505784 |
| COLLCTR | 105269 | 9817 | 4936202 | 1271978 | 1622907 | 7946172 |
| 1 WAY | 329139 | 20371 | 367735 | 673305 | 0 | 1390551 |
| RAMP | 147175 | 41606 | 1073877 | 577474 | 40676 | 1880808 |
| HOV | 0 | 0 | 424030 | 61313 | 0 | 485342 |
| TOLL | 0 | 0 | 4016234 | 153136 | 1279299 | 5448669 |
| Totals | 1344242 | 205443 | 29798172 | 16244822 | 5641752 | 53234432 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: RATIO OF VOLUME OVER CAPACITY VMT

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.95 | 0.95 | 0.93 | 1.15 | 0.83 | 1.01 |
| D. ART | 1.02 | 0.61 | 0.82 | 1.00 | 0.24 | 0.87 |
| U. ART | 0.66 | 0.59 | 0.86 | 0.94 | 0.33 | 0.73 |
| COLLCTR | 0.70 | 0.88 | 0.65 | 0.86 | 0.15 | 0.58 |
| 1 WAY | 0.58 | 0.42 | 0.63 | 0.77 | 0.00 | 0.68 |
| RAMP | 0.81 | 0.82 | 0.66 | 0.80 | 0.52 | 0.72 |
| HOV | 0.00 | 0.00 | 0.55 | 0.35 | 0.00 | 0.52 |
| TOLL | 0.00 | 0.00 | 0.56 | 0.67 | 0.61 | 0.57 |
| Totals | 0.81 | 0.83 | 0.77 | 0.99 | 0.34 | 0.79 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL VHT USING VOLUMES ON LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 10394 | 2408 | 148946 | 143111 | 2496 | 307354 |
| D. ART | 14932 | 357 | 378164 | 494093 | 5549 | 893096 |
| U. ART | 5044 | 54 | 120254 | 64798 | 10950 | 201100 |
| COLLCTR | 4152 | 534 | 146032 | 69635 | 7679 | 228033 |
| 1 WAY | 13025 | 657 | 10669 | 25993 | 0 | 50344 |
| RAMP | 6132 | 1241 | 34240 | 23657 | 464 | 65734 |
| HOV | 0 | 0 | 6771 | 475 | 0 | 7246 |
| TOLL | 0 | 0 | 96033 | 2447 | 21473 | 119953 |
| Totals | 53679 | 5252 | 941108 | 824209 | 48611 | 1872860 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL VHT USING CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 10452 | 2480 | 147275 | 113467 | 2996 | 276671 |
| D. ART | 12850 | 559 | 410433 | 428204 | 22171 | 874217 |
| U. ART | 7344 | 91 | 122072 | 54303 | 31922 | 215732 |
| COLLCTR | 5505 | 560 | 189274 | 61333 | 42597 | 299268 |
| 1 WAY | 20815 | 1112 | 15303 | 30100 | 0 | 67330 |
| RAMP | 6103 | 1385 | 40844 | 25004 | 785 | 74121 |
| HOV | 0 | 0 | 10598 | 1131 | 0 | 11730 |
| TOLL | 0 | 0 | 184325 | 4528 | 32701 | 221554 |
| Totals | 63070 | 6187 | 1120124 | 718071 | 133172 | 2040624 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: RATIO OF VOLUME OVER CAPACITY VHT

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.99 | 0.97 | 1.01 | 1.26 | 0.83 | 1.11 |
| D. ART | 1.16 | 0.64 | 0.92 | 1.15 | 0.25 | 1.02 |
| U. ART | 0.69 | 0.59 | 0.99 | 1.19 | 0.34 | 0.93 |
| COLLCTR | 0.75 | 0.95 | 0.77 | 1.14 | 0.18 | 0.76 |
| 1 WAY | 0.63 | 0.59 | 0.70 | 0.86 | 0.00 | 0.75 |
| RAMP | 1.00 | 0.90 | 0.84 | 0.95 | 0.59 | 0.89 |
| HOV | 0.00 | 0.00 | 0.64 | 0.42 | 0.00 | 0.62 |
| TOLL | 0.00 | 0.00 | 0.52 | 0.54 | 0.66 | 0.54 |
| Totals | 0.85 | 0.85 | 0.84 | 1.15 | 0.37 | 0.92 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL VOLUME ON ALL LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------|----------|----------|------------------|----------|
| FREEWAY | 2317196 | 852594 | 15755386 | 12192858 | 366965 | 31485000 |
| D. ART | 2002724 | 135974 | 35338160 | 46617456 | 543576 | 84637896 |
| U. ART | 915744 | 15329 | 9786693 | 5790031 | 734020 | 17241816 |
| COLLCTR | 917352 | 112120 | 13630019 | 5489299 | 599437 | 20748226 |
| 1 WAY | 3110085 | 128454 | 1121978 | 2458643 | 0 | 6819160 |
| RAMP | 1136210 | 344618 | 5505009 | 4540589 | 161513 | 11687939 |
| HOV | 0 | 0 | 764563 | 98037 | 0 | 862600 |
| TOLL | 0 | 0 | 6116041 | 446309 | 1077190 | 7639540 |
| Totals | 10399311 | 1589089 | 88017848 | 77633224 | 3482700181122176 | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|------------------|----------|-------------------|---------|----------|
| FREEWAY | 2412469 | 850477 | 17158000 | 10793985 | 434868 | 31649800 |
| D. ART | 2002070 | 211696 | 41903144 | 45284088 | 2716188 | 92117184 |
| U. ART | 1373064 | 25740 | 10814409 | 5973191 | 1999620 | 20186024 |
| COLLCTR | 1209917 | 127328 | 20045374 | 6394046 | 3430880 | 31207544 |
| 1 WAY | 5288516 | 283316 | 1759025 | 2912557 | 0 | 10243414 |
| RAMP | 1376583 | 392122 | 8501438 | 6094050 | 345128 | 16709321 |
| HOV | 0 | 0 | 1969836 | 393750 | 0 | 2363586 |
| TOLL | 0 | 0 | 12391993 | 638123 | 1769995 | 14800111 |
| Totals | 13662619 | 1890679114543216 | 78483784 | 10696679219276992 | | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: RATIO OF VOLUME OVER CAPACITY

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.96 | 1.00 | 0.92 | 1.13 | 0.84 | 0.99 |
| D. ART | 1.00 | 0.64 | 0.84 | 1.03 | 0.20 | 0.92 |
| U. ART | 0.67 | 0.60 | 0.90 | 0.97 | 0.37 | 0.85 |
| COLLCTR | 0.76 | 0.88 | 0.68 | 0.86 | 0.17 | 0.66 |
| 1 WAY | 0.59 | 0.45 | 0.64 | 0.84 | 0.00 | 0.67 |
| RAMP | 0.83 | 0.88 | 0.65 | 0.75 | 0.47 | 0.70 |
| HOV | 0.00 | 0.00 | 0.39 | 0.25 | 0.00 | 0.36 |
| TOLL | 0.00 | 0.00 | 0.49 | 0.70 | 0.61 | 0.52 |
| Totals | 0.76 | 0.84 | 0.77 | 0.99 | 0.33 | 0.83 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL VOLUME ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------|----------|----------|------------------|----------|
| FREEWAY | 2317196 | 852594 | 15755386 | 12192858 | 366965 | 31485000 |
| D. ART | 2002724 | 135974 | 35338160 | 46617456 | 543576 | 84637896 |
| U. ART | 915744 | 15329 | 9786693 | 5790031 | 734020 | 17241816 |
| COLLCTR | 917352 | 112120 | 13630019 | 5489299 | 599437 | 20748226 |
| 1 WAY | 3110085 | 128454 | 1121978 | 2458643 | 0 | 6819160 |
| RAMP | 1136210 | 344618 | 5505009 | 4540589 | 161513 | 11687939 |
| HOV | 0 | 0 | 764563 | 98037 | 0 | 862600 |
| TOLL | 0 | 0 | 6116041 | 446309 | 1077190 | 7639540 |
| Totals | 10399311 | 1589089 | 88017848 | 77633224 | 3482700181122176 | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: VOLUME PERCENTAGES ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 1.28 | 0.47 | 8.70 | 6.73 | 0.20 | 17.38 |
| D. ART | 1.11 | 0.08 | 19.51 | 25.74 | 0.30 | 46.73 |
| U. ART | 0.51 | 0.01 | 5.40 | 3.20 | 0.41 | 9.52 |
| COLLCTR | 0.51 | 0.06 | 7.53 | 3.03 | 0.33 | 11.46 |
| 1 WAY | 1.72 | 0.07 | 0.62 | 1.36 | 0.00 | 3.76 |
| RAMP | 0.63 | 0.19 | 3.04 | 2.51 | 0.09 | 6.45 |
| HOV | 0.00 | 0.00 | 0.42 | 0.05 | 0.00 | 0.48 |
| TOLL | 0.00 | 0.00 | 3.38 | 0.25 | 0.59 | 4.22 |
| Totals | 5.74 | 0.88 | 48.60 | 42.86 | 1.92 | 100.00 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: AVERAGE TOTAL VOLUMES ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 66206 | 65584 | 58138 | 70479 | 73393 | 63350 |
| D. ART | 37087 | 27195 | 32721 | 42534 | 10658 | 37024 |
| U. ART | 14088 | 7664 | 15887 | 23633 | 8437 | 16987 |
| COLLCTR | 11612 | 10193 | 10111 | 14638 | 2447 | 10082 |
| 1 WAY | 11562 | 8028 | 12195 | 17193 | 0 | 13114 |
| RAMP | 16232 | 17231 | 12315 | 13238 | 8973 | 13016 |
| HOV | 0 | 0 | 7282 | 4668 | 0 | 6846 |
| TOLL | 0 | 0 | 16942 | 15390 | 18898 | 17091 |
| Totals | 18181 | 23718 | 20375 | 32014 | 7522 | 23082 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: ORIGINAL SPEEDS (MPH)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 47.47 | 50.15 | 49.98 | 54.73 | 64.73 | 51.62 |
| D. ART | 30.90 | 40.29 | 34.36 | 35.52 | 48.19 | 35.20 |
| U. ART | 21.05 | 29.27 | 28.54 | 27.73 | 45.70 | 30.68 |
| COLLCTR | 21.45 | 21.79 | 29.69 | 28.06 | 38.84 | 30.89 |
| 1 WAY | 19.83 | 22.91 | 31.42 | 34.02 | 0.00 | 28.29 |
| RAMP | 39.65 | 36.98 | 36.00 | 34.17 | 52.70 | 35.87 |
| HOV | 0.00 | 0.00 | 54.86 | 62.68 | 0.00 | 55.74 |
| TOLL | 0.00 | 0.00 | 44.25 | 43.12 | 60.51 | 47.85 |
| Totals | 24.47 | 31.02 | 32.30 | 33.50 | 42.73 | 33.54 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: CONGESTED SPEEDS (MPH)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 40.57 | 44.41 | 38.54 | 31.11 | 62.90 | 35.91 |
| D. ART | 16.06 | 35.70 | 25.18 | 20.37 | 47.03 | 23.12 |
| U. ART | 18.70 | 28.24 | 22.60 | 19.43 | 44.61 | 24.46 |
| COLLCTR | 18.94 | 17.53 | 25.08 | 19.68 | 38.08 | 25.93 |
| 1 WAY | 15.93 | 15.00 | 23.76 | 22.10 | 0.00 | 20.43 |
| RAMP | 21.87 | 28.41 | 25.06 | 21.33 | 47.72 | 23.76 |
| HOV | 0.00 | 0.00 | 40.01 | 54.20 | 0.00 | 41.37 |
| TOLL | 0.00 | 0.00 | 18.02 | 25.56 | 38.37 | 21.45 |
| Totals | 18.59 | 24.30 | 24.70 | 20.78 | 40.53 | 24.70 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: PERCENT CHANGE IN SPEED

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|--------|--------|--------|--------|
| FREEWAY | -14.54 | -11.45 | -22.90 | -43.15 | -2.82 | -30.42 |
| D. ART | -48.03 | -11.39 | -26.72 | -42.64 | -2.41 | -34.32 |
| U. ART | -11.15 | -3.53 | -20.84 | -29.93 | -2.39 | -20.26 |
| COLLCTR | -11.72 | -19.59 | -15.53 | -29.89 | -1.96 | -16.07 |
| 1 WAY | -19.66 | -34.53 | -24.39 | -35.03 | 0.00 | -27.78 |
| RAMP | -44.85 | -23.17 | -30.39 | -37.58 | -9.45 | -33.77 |
| HOV | 0.00 | 0.00 | -27.07 | -13.54 | 0.00 | -25.77 |
| TOLL | 0.00 | 0.00 | -59.27 | -40.72 | -36.59 | -55.17 |
| Totals | -24.02 | -21.66 | -23.55 | -37.97 | -5.13 | -26.36 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL VMT USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 392880 | 105255 | 5315165 | 4022145 | 156733 | 9992177 |
| D. ART | 216232 | 12536 | 8572829 | 8892784 | 253496 | 17947876 |
| U. ART | 91533 | 1528 | 2436540 | 1034370 | 475216 | 4039189 |
| COLLCTR | 73570 | 8621 | 3233050 | 1092946 | 238916 | 4647103 |
| 1 WAY | 189879 | 8482 | 231351 | 520822 | 0 | 950534 |
| RAMP | 119697 | 34042 | 711670 | 461088 | 21124 | 1347620 |
| HOV | 0 | 0 | 233000 | 21600 | 0 | 254600 |
| TOLL | 0 | 0 | 2174396 | 102720 | 760875 | 3037991 |
| Totals | 1083791 | 170464 | 22908000 | 16148476 | 1906360 | 42217088 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL VHT (FREE-FLOW TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 8278 | 2097 | 106366 | 73462 | 2422 | 192625 |
| D. ART | 6982 | 312 | 249689 | 250859 | 5241 | 513083 |
| U. ART | 4211 | 52 | 84885 | 36909 | 10473 | 136530 |
| COLLCTR | 3269 | 397 | 106017 | 37625 | 6159 | 153466 |
| 1 WAY | 9605 | 363 | 7490 | 15441 | 0 | 32900 |
| RAMP | 2938 | 893 | 18406 | 12591 | 412 | 35240 |
| HOV | 0 | 0 | 4258 | 344 | 0 | 4601 |
| TOLL | 0 | 0 | 48661 | 2230 | 12450 | 63341 |
| Totals | 35284 | 4115 | 625770 | 429461 | 37157 | 1131786 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL VHT (CONGESTED TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 10394 | 2408 | 148946 | 143111 | 2496 | 307354 |
| D. ART | 14932 | 357 | 378164 | 494093 | 5549 | 893096 |
| U. ART | 5044 | 54 | 120254 | 64798 | 10950 | 201100 |
| COLLCTR | 4152 | 534 | 146032 | 69635 | 7679 | 228033 |
| 1 WAY | 13025 | 657 | 10669 | 25993 | 0 | 50344 |
| RAMP | 6132 | 1241 | 34240 | 23657 | 464 | 65734 |
| HOV | 0 | 0 | 6771 | 475 | 0 | 7246 |
| TOLL | 0 | 0 | 96033 | 2447 | 21473 | 119953 |
| Totals | 53679 | 5252 | 941108 | 824209 | 48611 | 1872860 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: SPEEDS (FREE-FLOW TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 47.46 | 50.19 | 49.97 | 54.75 | 64.72 | 51.87 |
| D. ART | 30.97 | 40.14 | 34.33 | 35.45 | 48.36 | 34.98 |
| U. ART | 21.74 | 29.27 | 28.70 | 28.02 | 45.38 | 29.58 |
| COLLCTR | 22.51 | 21.74 | 30.50 | 29.05 | 38.79 | 30.28 |
| 1 WAY | 19.77 | 23.33 | 30.89 | 33.73 | 0.00 | 28.89 |
| RAMP | 40.74 | 38.12 | 38.66 | 36.62 | 51.21 | 38.24 |
| HOV | 0.00 | 0.00 | 54.73 | 62.82 | 0.00 | 55.33 |
| TOLL | 0.00 | 0.00 | 44.68 | 46.07 | 61.11 | 47.96 |
| Totals | 30.72 | 41.43 | 36.61 | 37.60 | 51.31 | 37.30 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: SPEEDS (CONGESTED TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 37.80 | 43.70 | 35.69 | 28.11 | 62.80 | 32.51 |
| D. ART | 14.48 | 35.08 | 22.67 | 18.00 | 45.68 | 20.10 |
| U. ART | 18.15 | 28.20 | 20.26 | 15.96 | 43.40 | 20.09 |
| COLLCTR | 17.72 | 16.13 | 22.14 | 15.70 | 31.11 | 20.38 |
| 1 WAY | 14.58 | 12.91 | 21.68 | 20.04 | 0.00 | 18.88 |
| RAMP | 19.52 | 27.43 | 20.79 | 19.49 | 45.50 | 20.50 |
| HOV | 0.00 | 0.00 | 34.41 | 45.51 | 0.00 | 35.14 |
| TOLL | 0.00 | 0.00 | 22.64 | 41.98 | 35.43 | 25.33 |
| Totals | 20.19 | 32.45 | 24.34 | 19.59 | 39.22 | 22.54 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: PERCENT CHANGE IN SPEED USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|--------|--------|--------|--------|
| FREEWAY | -20.35 | -12.92 | -28.59 | -48.67 | -2.96 | -37.33 |
| D. ART | -53.24 | -12.61 | -33.97 | -49.23 | -5.55 | -42.55 |
| U. ART | -16.51 | -3.68 | -29.41 | -43.04 | -4.36 | -32.11 |
| COLLCTR | -21.29 | -25.78 | -27.40 | -45.97 | -19.79 | -32.70 |
| 1 WAY | -26.25 | -44.68 | -29.80 | -40.60 | 0.00 | -34.65 |
| RAMP | -52.09 | -28.06 | -46.24 | -46.78 | -11.15 | -46.39 |
| HOV | 0.00 | 0.00 | -37.12 | -27.55 | 0.00 | -36.49 |
| TOLL | 0.00 | 0.00 | -49.33 | -8.88 | -42.02 | -47.20 |
| Totals | -34.27 | -21.66 | -33.51 | -47.89 | -23.56 | -39.57 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL ACCIDENT OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 0.42 | 0.11 | 5.63 | 4.26 | 0.17 | 10.59 |
| D. ART | 1.26 | 0.07 | 49.98 | 51.84 | 1.48 | 104.64 |
| U. ART | 0.53 | 0.01 | 13.99 | 5.94 | 2.73 | 23.18 |
| COLLCTR | 0.39 | 0.05 | 17.10 | 5.78 | 1.26 | 24.58 |
| 1 WAY | 1.09 | 0.05 | 1.33 | 2.99 | 0.00 | 5.46 |
| RAMP | 0.69 | 0.20 | 4.08 | 2.65 | 0.12 | 7.74 |
| HOV | 0.00 | 0.00 | 0.25 | 0.02 | 0.00 | 0.27 |
| TOLL | 0.00 | 0.00 | 2.36 | 0.11 | 0.82 | 3.30 |
| Totals | 4.37 | 0.48 | 94.73 | 73.60 | 6.58 | 179.75 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL INJURY OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 0.29 | 0.08 | 3.88 | 2.94 | 0.11 | 7.29 |
| D. ART | 0.83 | 0.05 | 33.01 | 34.24 | 0.98 | 69.10 |
| U. ART | 0.32 | 0.01 | 8.58 | 3.64 | 1.67 | 14.22 |
| COLLCTR | 0.23 | 0.03 | 10.09 | 3.41 | 0.75 | 14.50 |
| 1 WAY | 0.67 | 0.03 | 0.81 | 1.83 | 0.00 | 3.35 |
| RAMP | 0.42 | 0.12 | 2.51 | 1.62 | 0.07 | 4.74 |
| HOV | 0.00 | 0.00 | 0.17 | 0.02 | 0.00 | 0.19 |
| TOLL | 0.00 | 0.00 | 1.63 | 0.07 | 0.57 | 2.27 |
| Totals | 2.76 | 0.31 | 60.67 | 47.77 | 4.15 | 115.66 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL FATALITY OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.00 | 0.00 | 0.05 | 0.04 | 0.00 | 0.09 |
| D. ART | 0.00 | 0.00 | 0.16 | 0.17 | 0.00 | 0.34 |
| U. ART | 0.00 | 0.00 | 0.05 | 0.02 | 0.01 | 0.08 |
| COLLCTR | 0.00 | 0.00 | 0.05 | 0.02 | 0.00 | 0.08 |
| 1 WAY | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.02 |
| RAMP | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.03 |
| HOV | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| TOLL | 0.00 | 0.00 | 0.02 | 0.00 | 0.01 | 0.03 |
| Totals | 0.02 | 0.00 | 0.35 | 0.26 | 0.03 | 0.66 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL EMISSIONS OF CARBON MONOXIDE (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|--------|
| FREEWAY | 5924 | 1274 | 83797 | 81476 | 2701 | 175171 |
| D. ART | 7229 | 206 | 209156 | 253264 | 3065 | 472921 |
| U. ART | 3140 | 32 | 68491 | 30753 | 5697 | 108113 |
| COLLCTR | 2484 | 307 | 81699 | 31834 | 3724 | 120048 |
| 1 WAY | 6946 | 261 | 6099 | 14020 | 0 | 27326 |
| RAMP | 3026 | 688 | 16868 | 11705 | 367 | 32654 |
| HOV | 0 | 0 | 4018 | 337 | 0 | 4355 |
| TOLL | 0 | 0 | 30595 | 1310 | 11900 | 43805 |
| Totals | 28750 | 2768 | 500723 | 424699 | 27454 | 984394 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL EMISSIONS OF HYDROCARBONS (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|-------|
| FREEWAY | 459 | 108 | 6374 | 5724 | 168 | 12833 |
| D. ART | 447 | 15 | 13758 | 16122 | 259 | 30602 |
| U. ART | 193 | 2 | 4351 | 1932 | 487 | 6964 |
| COLLCTR | 153 | 19 | 5322 | 2012 | 287 | 7791 |
| 1 WAY | 424 | 16 | 396 | 906 | 0 | 1742 |
| RAMP | 199 | 48 | 1128 | 768 | 24 | 2168 |
| HOV | 0 | 0 | 295 | 24 | 0 | 319 |
| TOLL | 0 | 0 | 2473 | 109 | 821 | 3402 |
| Totals | 1875 | 209 | 34096 | 27597 | 2045 | 65821 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL EMISSIONS OF OXIDES OF NITROGEN (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|-------|
| FREEWAY | 760 | 211 | 10423 | 8005 | 458 | 19856 |
| D. ART | 423 | 24 | 16328 | 17134 | 539 | 34448 |
| U. ART | 179 | 3 | 4671 | 1992 | 951 | 7796 |
| COLLCTR | 143 | 17 | 6162 | 2105 | 456 | 8883 |
| 1 WAY | 376 | 16 | 445 | 1004 | 0 | 1841 |
| RAMP | 236 | 65 | 1378 | 890 | 54 | 2624 |
| HOV | 0 | 0 | 471 | 52 | 0 | 523 |
| TOLL | 0 | 0 | 4343 | 203 | 2027 | 6572 |
| Totals | 2117 | 336 | 44221 | 31384 | 4485 | 82544 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL FUEL USE (GALS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|---------|--------|---------|
| FREEWAY | 24586 | 6587 | 332623 | 251706 | 9808 | 625311 |
| D. ART | 13532 | 784 | 536487 | 556510 | 15864 | 1123178 |
| U. ART | 5728 | 96 | 152479 | 64731 | 29739 | 252773 |
| COLLCTR | 4604 | 540 | 202324 | 68397 | 14951 | 290816 |
| 1 WAY | 11883 | 531 | 14478 | 32593 | 0 | 59484 |
| RAMP | 7491 | 2130 | 44536 | 28855 | 1322 | 84334 |
| HOV | 0 | 0 | 14581 | 1352 | 0 | 15933 |
| TOLL | 0 | 0 | 139540 | 6429 | 48600 | 194570 |
| Totals | 67824 | 10668 | 1437049 | 1010572 | 120285 | 2646397 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL NEW LANE MILEAGE

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|--------|-----|--------|--------|-----|-------|-------|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL CONSTRUCTION COST (\$
\$1000)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|--------|-----|--------|--------|-----|-------|-------|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- REPORT: TOTAL DELAY DUE TO CONGESTION
(VEH-HRS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------------------------|----------|----------|-------------------|----------|
| FREEWAY | 2115.34 | 311.11 | 42580.51 | 69648.56 | 74.00114729.52 | |
| D. ART | 7950.16 | 45.05128475.07243233.98 | | | 308.07380012.34 | |
| U. ART | 832.65 | 2.00 | 35368.95 | 27889.07 | 477.16 | 64569.82 |
| COLLCTR | 883.97 | 137.76 | 40015.75 | 32009.89 | 1519.96 | 74567.34 |
| 1 WAY | 3419.31 | 293.57 | 3178.88 | 10552.47 | 0.00 | 17444.23 |
| RAMP | 3193.80 | 348.22 | 15833.43 | 11066.40 | 51.79 | 30493.64 |
| HOV | 0.00 | 0.00 | 2513.42 | 130.74 | 0.00 | 2644.16 |
| TOLL | 0.00 | 0.00 | 47372.03 | 217.24 | 9023.41 | 56612.68 |
| Totals | 18395.23 | 1137.70315338.06394748.38 | | | 11454.39741073.75 | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) : MILES OF ROADWAY AT EACH LEVEL OF SERVICE

| | LEVEL OF SERVICE | | | | | | |
|---------|------------------|--------|--------|--------|--------|--------|---------|
| | A | B | C | D | E | F | TOTAL |
| FREEWAY | 40.59 | 16.72 | 20.78 | 34.33 | 19.92 | 23.05 | 155.40 |
| D. ART | 178.19 | 111.33 | 91.18 | 55.03 | 32.41 | 39.86 | 507.99 |
| U. ART | 161.57 | 25.26 | 17.00 | 23.35 | 19.10 | 33.40 | 279.68 |
| COLLCTR | 378.82 | 37.27 | 40.52 | 29.50 | 23.36 | 41.25 | 550.73 |
| 1 WAY | 48.25 | 9.80 | 6.39 | 2.18 | 1.55 | 2.02 | 70.19 |
| RAMP | 55.56 | 8.39 | 8.62 | 6.05 | 5.11 | 9.28 | 92.99 |
| HOV | 19.36 | 5.43 | 1.09 | 0.00 | 0.00 | 0.00 | 25.88 |
| TOLL | 107.98 | 6.24 | 10.10 | 6.56 | 1.85 | 0.78 | 133.51 |
| Total | 990.31 | 220.45 | 195.69 | 156.99 | 103.31 | 149.63 | 1816.37 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) : PERCENT OF MILEAGE AT EACH LEVEL OF SERVICE

| | LEVEL OF SERVICE | | | | | | |
|---------|------------------|-------|-------|------|------|------|--------|
| | A | B | C | D | E | F | TOTAL |
| FREEWAY | 2.23 | 0.92 | 1.14 | 1.89 | 1.10 | 1.27 | 8.56 |
| D. ART | 9.81 | 6.13 | 5.02 | 3.03 | 1.78 | 2.19 | 27.97 |
| U. ART | 8.90 | 1.39 | 0.94 | 1.29 | 1.05 | 1.84 | 15.40 |
| COLLCTR | 20.86 | 2.05 | 2.23 | 1.62 | 1.29 | 2.27 | 30.32 |
| 1 WAY | 2.66 | 0.54 | 0.35 | 0.12 | 0.09 | 0.11 | 3.86 |
| RAMP | 3.06 | 0.46 | 0.47 | 0.33 | 0.28 | 0.51 | 5.12 |
| HOV | 1.07 | 0.30 | 0.06 | 0.00 | 0.00 | 0.00 | 1.42 |
| TOLL | 5.94 | 0.34 | 0.56 | 0.36 | 0.10 | 0.04 | 7.35 |
| Total | 54.52 | 12.14 | 10.77 | 8.64 | 5.69 | 8.24 | 100.00 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 1 | 2161 | 2516 | 25022. | 36218. | 0.69 | 23 | 31 |
| 1 | 2429 | 2431 | 12125. | 34783. | 0.35 | 92 | 51 |
| 1 | 2504 | 8497 | 8378. | 12870. | 0.65 | 37 | 31 |
| 1 | 2506 | 2507 | 18128. | 34348. | 0.53 | 24 | 31 |
| 1 | 2509 | 2510 | 51114. | 51978. | 0.98 | 24 | 31 |
| 1 | 2520 | 8494 | 41464. | 51978. | 0.80 | 24 | 31 |
| 1 | 2521 | 8494 | 53716. | 51978. | 1.03 | 24 | 31 |
| 1 | 2523 | 2524 | 5715. | 11522. | 0.50 | 45 | 31 |
| 1 | 2525 | 2526 | 14586. | 24914. | 0.59 | 44 | 31 |
| 1 | 2529 | 2580 | 9027. | 11522. | 0.78 | 45 | 31 |
| 1 | 2531 | 7437 | 8467. | 9218. | 0.92 | 47 | 31 |
| 1 | 2533 | 2592 | 11569. | 13740. | 0.84 | 36 | 31 |
| 1 | 2536 | 7793 | 45038. | 51978. | 0.87 | 24 | 42 |
| 1 | 2541 | 2430 | 64988. | 72478. | 0.90 | 12 | 51 |
| 1 | 2547 | 2712 | 17521. | 16086. | 1.09 | 33 | 31 |
| 1 | 2603 | 2604 | 16496. | 63392. | 0.26 | 21 | 51 |
| 1 | 2612 | 2500 | 14356. | 34783. | 0.41 | 92 | 51 |
| 1 | 2685 | 3316 | 44264. | 54326. | 0.81 | 23 | 31 |
| 1 | 3317 | 8497 | 8401. | 12870. | 0.65 | 37 | 31 |
| 1 | 3856 | 4985 | 82809. | 74478. | 1.11 | 12 | 31 |
| 1 | 4258 | 2541 | 64964. | 72478. | 0.90 | 12 | 51 |
| 1 | 4970 | 4975 | 24684. | 18750. | 1.32 | 12 | 31 |
| 1 | 4995 | 3858 | 82806. | 74478. | 1.11 | 12 | 31 |
| 1 | 4998 | 5001 | 24683. | 18750. | 1.32 | 12 | 31 |
| 1 | 5175 | 7750 | 28231. | 74478. | 0.38 | 92 | 31 |
| 1 | 5195 | 6887 | 26005. | 74478. | 0.35 | 92 | 31 |
| 1 | TOTALS | | 804558. | 1058872. | 0.76 | SCREEN LINE 1 | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 2 | 2170 | 6508 | 20850. | 34348. | 0.61 | 24 | 31 |
| 2 | 2427 | 2426 | 24178. | 34783. | 0.70 | 92 | 51 |
| 2 | 2458 | 8194 | 42740. | 55989. | 0.76 | 92 | 31 |
| 2 | 2491 | 5979 | 7707. | 9218. | 0.84 | 47 | 31 |
| 2 | 2859 | 2717 | 25194. | 34783. | 0.72 | 92 | 51 |
| 2 | 2971 | 4481 | 40251. | 48260. | 0.83 | 24 | 51 |
| 2 | 3175 | 3658 | 10379. | 11522. | 0.90 | 45 | 31 |
| 2 | 3574 | 7266 | 8576. | 24914. | 0.34 | 44 | 31 |
| 2 | 3781 | 5727 | 3536. | 12870. | 0.27 | 37 | 31 |
| 2 | 3788 | 5881 | 9426. | 11522. | 0.82 | 45 | 31 |
| 2 | 4053 | 4054 | 37069. | 55989. | 0.66 | 12 | 31 |
| 2 | 4056 | 4052 | 36177. | 55989. | 0.65 | 12 | 31 |
| 2 | 4250 | 7275 | 36735. | 36218. | 1.01 | 23 | 44 |
| 2 | 4273 | 4275 | 46754. | 51978. | 0.90 | 24 | 41 |
| 2 | 4620 | 7269 | 31704. | 51978. | 0.61 | 24 | 31 |
| 2 | 5082 | 5084 | 37718. | 50544. | 0.75 | 25 | 31 |
| 2 | 5083 | 7316 | 28458. | 24914. | 1.14 | 44 | 31 |
| 2 | 5349 | 5352 | 33716. | 51978. | 0.65 | 24 | 31 |
| 2 | 5582 | 7327 | 28253. | 34348. | 0.82 | 24 | 31 |
| 2 | 5726 | 5728 | 42907. | 50544. | 0.85 | 25 | 42 |
| 2 | 5879 | 5883 | 30129. | 34348. | 0.88 | 24 | 31 |
| 2 | 5976 | 5981 | 37544. | 34348. | 1.09 | 24 | 42 |
| 2 | 6074 | 6076 | 52234. | 51978. | 1.00 | 24 | 31 |
| 2 | 6153 | 6156 | 59240. | 51978. | 1.14 | 24 | 31 |
| 2 | 6199 | 7345 | 16951. | 11522. | 1.47 | 45 | 31 |
| 2 | 6251 | 2456 | 35579. | 55989. | 0.64 | 92 | 31 |
| 2 | 6252 | 7974 | 14683. | 9218. | 1.59 | 46 | 41 |
| 2 | 6253 | 6254 | 2620. | 9218. | 0.28 | 46 | 31 |
| 2 | 6307 | 6308 | 29064. | 34348. | 0.85 | 24 | 31 |
| 2 | 6337 | 9879 | 9811. | 16086. | 0.61 | 33 | 31 |
| 2 | 6342 | 9879 | 10504. | 16086. | 0.65 | 33 | 31 |
| 2 | 6384 | 9880 | 25706. | 34348. | 0.75 | 24 | 41 |
| 2 | 6387 | 9880 | 26197. | 34348. | 0.76 | 24 | 41 |
| 2 | 6452 | 6458 | 15705. | 34348. | 0.46 | 24 | 41 |
| 2 | 6456 | 7512 | 13145. | 12870. | 1.02 | 37 | 31 |
| 2 | 6556 | 6558 | 1928. | 12500. | 0.15 | 43 | 51 |
| 2 | 6607 | 6608 | 2030. | 25000. | 0.08 | 43 | 51 |
| 2 | 7271 | 7810 | 12596. | 24914. | 0.51 | 44 | 41 |
| 2 | 7808 | 7890 | 20818. | 24914. | 0.84 | 44 | 41 |
| 2 | TOTALS | | 968810. | 1271050. | 0.76 | SCREEN LINE 2 | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 3 | 2134 | 2139 | 20902. | 22761. | 0.92 | 64 | 43 |
| 3 | 2138 | 2133 | 20913. | 22761. | 0.92 | 64 | 43 |
| 3 | 2405 | 4249 | 18985. | 34783. | 0.55 | 92 | 51 |
| 3 | 2715 | 3138 | 26400. | 34348. | 0.77 | 24 | 31 |
| 3 | 2715 | 9780 | 26962. | 34348. | 0.78 | 24 | 44 |
| 3 | 2970 | 6069 | 28297. | 34348. | 0.82 | 24 | 31 |
| 3 | 2972 | 4277 | 9930. | 12500. | 0.79 | 43 | 51 |
| 3 | 2973 | 7381 | 9734. | 9218. | 1.06 | 46 | 31 |
| 3 | 2976 | 8381 | 12235. | 9218. | 1.33 | 46 | 31 |
| 3 | 2991 | 9783 | 10692. | 16892. | 0.63 | 24 | 31 |
| 3 | 2992 | 9783 | 13241. | 16892. | 0.78 | 24 | 31 |
| 3 | 2994 | 2997 | 30871. | 34348. | 0.90 | 24 | 31 |
| 3 | 3000 | 3651 | 14424. | 13740. | 1.05 | 36 | 31 |
| 3 | 3007 | 7593 | 41354. | 34348. | 1.20 | 24 | 41 |
| 3 | 3099 | 7825 | 11397. | 34348. | 0.33 | 24 | 31 |
| 3 | 3137 | 3138 | 31269. | 51978. | 0.60 | 24 | 41 |
| 3 | 3139 | 9780 | 20965. | 34348. | 0.61 | 24 | 44 |
| 3 | 3142 | 3143 | 34398. | 34348. | 1.00 | 24 | 41 |
| 3 | 3146 | 3147 | 45160. | 51978. | 0.87 | 24 | 41 |
| 3 | 3150 | 3628 | 29358. | 34348. | 0.85 | 24 | 31 |
| 3 | 3156 | 9778 | 18622. | 15326. | 1.22 | 42 | 31 |
| 3 | 3157 | 9778 | 18744. | 15326. | 1.22 | 42 | 31 |
| 3 | 3160 | 3161 | 2094. | 11522. | 0.18 | 45 | 31 |
| 3 | 3166 | 7404 | 34503. | 51978. | 0.66 | 24 | 31 |
| 3 | 3173 | 3174 | 8491. | 11522. | 0.74 | 45 | 31 |
| 3 | 3181 | 3182 | 6184. | 12870. | 0.48 | 37 | 31 |
| 3 | 3187 | 3297 | 14781. | 25782. | 0.57 | 37 | 31 |
| 3 | 3206 | 8097 | 12777. | 17174. | 0.74 | 32 | 41 |
| 3 | 3209 | 8096 | 31202. | 34348. | 0.91 | 24 | 41 |
| 3 | 3302 | 3303 | 34695. | 34348. | 1.01 | 24 | 31 |
| 3 | 3307 | 7414 | 1261. | 9218. | 0.14 | 46 | 31 |
| 3 | 3721 | 4277 | 36495. | 54326. | 0.67 | 23 | 41 |
| 3 | 3884 | 3889 | 97590. | 74478. | 1.31 | 12 | 31 |
| 3 | 3885 | 3883 | 93443. | 74478. | 1.25 | 12 | 31 |
| 3 | 4223 | 4220 | 82962. | 74478. | 1.11 | 12 | 41 |
| 3 | 4225 | 4219 | 87461. | 74478. | 1.17 | 12 | 41 |
| 3 | 4244 | 3205 | 20697. | 34783. | 0.60 | 92 | 51 |
| 3 | 4785 | 4793 | 16049. | 18750. | 0.86 | 88 | 31 |
| 3 | 4787 | 4780 | 16821. | 18750. | 0.90 | 87 | 31 |
| 3 | TOTALS | | 1092359. | 1235788. | 0.88 | SCREEN LINE 3 | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 4 | 2045 | 2040 | 58194. | 55989. | 1.04 | 12 | 31 |
| 4 | 2292 | 4046 | 81144. | 55989. | 1.45 | 12 | 41 |
| 4 | 2500 | 4329 | 14356. | 34783. | 0.41 | 92 | 51 |
| 4 | 2621 | 7439 | 24271. | 34348. | 0.71 | 24 | 31 |
| 4 | 2695 | 2429 | 12125. | 34783. | 0.35 | 92 | 51 |
| 4 | 2729 | 2732 | 13971. | 24914. | 0.56 | 44 | 31 |
| 4 | 2736 | 2737 | 55382. | 55989. | 0.99 | 12 | 31 |
| 4 | 2874 | 4235 | 25165. | 32956. | 0.76 | 41 | 31 |
| 4 | 2991 | 2994 | 11971. | 13740. | 0.87 | 36 | 31 |
| 4 | 3109 | 4221 | 49190. | 34348. | 1.43 | 24 | 41 |
| 4 | 3232 | 3234 | 53118. | 50544. | 1.05 | 25 | 41 |
| 4 | 3255 | 8505 | 20067. | 12870. | 1.56 | 37 | 31 |
| 4 | 3421 | 4206 | 47768. | 34348. | 1.39 | 24 | 41 |
| 4 | 3423 | 4197 | 54327. | 34348. | 1.58 | 24 | 44 |
| 4 | 3592 | 3594 | 31753. | 24914. | 1.27 | 44 | 44 |
| 4 | 3763 | 8505 | 18329. | 12870. | 1.42 | 37 | 31 |
| 4 | 4134 | 5996 | 36899. | 34348. | 1.07 | 24 | 31 |
| 4 | 4146 | 4163 | 36105. | 37500. | 0.96 | 12 | 31 |
| 4 | 4162 | 4144 | 35885. | 37500. | 0.96 | 12 | 31 |
| 4 | 4200 | 7656 | 18323. | 12870. | 1.42 | 37 | 44 |
| 4 | 4231 | 4315 | 35973. | 55989. | 0.64 | 12 | 31 |
| 4 | 4306 | 2985 | 37695. | 55989. | 0.67 | 12 | 31 |
| 4 | 4429 | 9813 | 44523. | 34348. | 1.30 | 24 | 44 |
| 4 | 4636 | 4637 | 52996. | 51978. | 1.02 | 24 | 44 |
| 4 | 4637 | 7875 | 72282. | 51978. | 1.39 | 24 | 41 |
| 4 | 4773 | 9813 | 44734. | 34348. | 1.30 | 24 | 44 |
| 4 | 4777 | 9830 | 14619. | 11522. | 1.27 | 45 | 41 |
| 4 | 4783 | 9830 | 14292. | 11522. | 1.24 | 45 | 41 |
| 4 | 4926 | 4928 | 18929. | 11522. | 1.64 | 45 | 41 |
| 4 | 4927 | 2291 | 86359. | 55989. | 1.54 | 12 | 41 |
| 4 | 5103 | 5104 | 65449. | 51978. | 1.26 | 24 | 41 |
| 4 | 5367 | 7385 | 44043. | 34348. | 1.28 | 24 | 41 |
| 4 | 5606 | 7390 | 39638. | 33392. | 1.19 | 25 | 41 |
| 4 | 5750 | 5751 | 60974. | 50544. | 1.21 | 25 | 41 |
| 4 | 5906 | 5908 | 40208. | 34348. | 1.17 | 24 | 31 |
| 4 | 6100 | 6101 | 42901. | 50544. | 0.85 | 25 | 41 |
| 4 | 7300 | 8071 | 43311. | 34348. | 1.26 | 24 | 41 |
| 4 | 8391 | 8392 | 5522. | 16086. | 0.34 | 41 | 41 |
| 4 | TOTALS | | 1462791. | 1350724. | 1.08 | SCREEN | LINE 4 |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 5 | 2097 | 2103 | 12018. | 22761. | 0.53 | 64 | 43 |
| 5 | 2102 | 2097 | 11451. | 22761. | 0.50 | 64 | 43 |
| 5 | 2725 | 2730 | 11591. | 11522. | 1.01 | 45 | 44 |
| 5 | 3428 | 3429 | 54825. | 51978. | 1.05 | 24 | 44 |
| 5 | 3437 | 3439 | 23920. | 12870. | 1.86 | 37 | 44 |
| 5 | 3446 | 3447 | 13898. | 23608. | 0.59 | 45 | 41 |
| 5 | 3456 | 3457 | 38203. | 34348. | 1.11 | 24 | 41 |
| 5 | 3463 | 3464 | 14233. | 22761. | 0.63 | 64 | 41 |
| 5 | 3467 | 3466 | 12329. | 22761. | 0.54 | 64 | 41 |
| 5 | 3471 | 3472 | 16563. | 25782. | 0.64 | 37 | 41 |
| 5 | 3477 | 3478 | 38505. | 34348. | 1.12 | 24 | 31 |
| 5 | 3488 | 3489 | 31490. | 34348. | 0.92 | 24 | 41 |
| 5 | 3497 | 3498 | 32006. | 34348. | 0.93 | 24 | 41 |
| 5 | 3504 | 3506 | 41860. | 51978. | 0.81 | 24 | 31 |
| 5 | 3511 | 3512 | 22957. | 34348. | 0.67 | 24 | 31 |
| 5 | 3518 | 3519 | 24103. | 32956. | 0.73 | 41 | 31 |
| 5 | 3527 | 3528 | 28673. | 33392. | 0.86 | 25 | 41 |
| 5 | 3538 | 3539 | 4789. | 11522. | 0.42 | 45 | 31 |
| 5 | 3544 | 3546 | 31431. | 34348. | 0.92 | 24 | 31 |
| 5 | 3552 | 3553 | 21136. | 31696. | 0.67 | 34 | 41 |
| 5 | 3563 | 9802 | 43993. | 34348. | 1.28 | 24 | 41 |
| 5 | 3564 | 9802 | 43693. | 34348. | 1.27 | 24 | 41 |
| 5 | 3900 | 3907 | 91739. | 74478. | 1.23 | 12 | 31 |
| 5 | 3902 | 3897 | 96568. | 74478. | 1.30 | 12 | 31 |
| 5 | 4196 | 4198 | 101879. | 74478. | 1.37 | 12 | 41 |
| 5 | 4202 | 4195 | 102146. | 74478. | 1.37 | 12 | 41 |
| 5 | 4669 | 4685 | 17021. | 18750. | 0.91 | 88 | 31 |
| 5 | 4675 | 4665 | 17907. | 18750. | 0.96 | 87 | 31 |
| 5 | 6998 | 6999 | 50198. | 34348. | 1.46 | 24 | 41 |
| 5 | TOTALS | | 1051124. | 1022892. | 1.03 | SCREEN LINE 5 | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 6 | 2125 | 2115 | 69736. | 55989. | 1.25 | 12 | 41 |
| 6 | 2416 | 2720 | 33311. | 34348. | 0.97 | 24 | 41 |
| 6 | 2416 | 4668 | 29816. | 32652. | 0.91 | 33 | 41 |
| 6 | 2435 | 3626 | 15284. | 34783. | 0.44 | 92 | 51 |
| 6 | 2504 | 2506 | 5683. | 9218. | 0.62 | 46 | 31 |
| 6 | 2554 | 7210 | 24398. | 36218. | 0.67 | 23 | 31 |
| 6 | 2639 | 3610 | 4777. | 11522. | 0.41 | 45 | 31 |
| 6 | 2640 | 6864 | 22687. | 34348. | 0.66 | 24 | 31 |
| 6 | 2641 | 3595 | 4494. | 11522. | 0.39 | 45 | 31 |
| 6 | 2710 | 2437 | 14554. | 34783. | 0.42 | 92 | 51 |
| 6 | 2745 | 4943 | 17060. | 11522. | 1.48 | 45 | 31 |
| 6 | 2762 | 2766 | 69544. | 55989. | 1.24 | 12 | 41 |
| 6 | 2764 | 2768 | 10913. | 15457. | 0.71 | 67 | 41 |
| 6 | 2767 | 2763 | 10743. | 15457. | 0.70 | 67 | 41 |
| 6 | 2996 | 4316 | 31535. | 34348. | 0.92 | 24 | 44 |
| 6 | 3011 | 3014 | 7670. | 12108. | 0.63 | 44 | 41 |
| 6 | 3012 | 9779 | 33200. | 34348. | 0.97 | 24 | 41 |
| 6 | 3018 | 9779 | 35842. | 34348. | 1.04 | 24 | 41 |
| 6 | 3261 | 3262 | 36161. | 34348. | 1.05 | 24 | 31 |
| 6 | 3409 | 4802 | 23727. | 13740. | 1.73 | 36 | 41 |
| 6 | 3482 | 3484 | 13106. | 11522. | 1.14 | 45 | 41 |
| 6 | 3483 | 6980 | 43934. | 34348. | 1.28 | 24 | 41 |
| 6 | 3495 | 8240 | 10012. | 11522. | 0.87 | 45 | 31 |
| 6 | 3723 | 7387 | 10830. | 11522. | 0.94 | 45 | 41 |
| 6 | 3846 | 9869 | 25288. | 23608. | 1.07 | 45 | 31 |
| 6 | 3909 | 7137 | 49253. | 55989. | 0.88 | 12 | 41 |
| 6 | 4016 | 4019 | 71855. | 55989. | 1.28 | 12 | 31 |
| 6 | 4316 | 7453 | 26241. | 34348. | 0.76 | 24 | 44 |
| 6 | 4322 | 6956 | 37647. | 55989. | 0.67 | 12 | 31 |
| 6 | 4539 | 4541 | 32950. | 32652. | 1.01 | 33 | 41 |
| 6 | 4540 | 4542 | 33815. | 34348. | 0.98 | 24 | 41 |
| 6 | 4666 | 4667 | 15860. | 16086. | 0.99 | 33 | 41 |
| 6 | 4792 | 4797 | 27877. | 34348. | 0.81 | 24 | 41 |
| 6 | 4946 | 4018 | 75578. | 55989. | 1.35 | 12 | 31 |
| 6 | 5132 | 5133 | 42984. | 34348. | 1.25 | 24 | 41 |
| 6 | 5134 | 7499 | 50957. | 32652. | 1.56 | 33 | 41 |
| 6 | 5386 | 9865 | 46745. | 33392. | 1.40 | 25 | 41 |
| 6 | 5387 | 9865 | 47241. | 33392. | 1.41 | 25 | 41 |
| 6 | 5639 | 5643 | 33569. | 24914. | 1.35 | 44 | 12 |
| 6 | 5642 | 5644 | 38634. | 33392. | 1.16 | 25 | 12 |
| 6 | 5782 | 9869 | 25455. | 23608. | 1.08 | 45 | 31 |
| 6 | 5784 | 5786 | 44353. | 33392. | 1.33 | 25 | 41 |
| 6 | 5929 | 5936 | 30063. | 23608. | 1.27 | 45 | 41 |
| 6 | 5931 | 5933 | 66269. | 50544. | 1.31 | 25 | 41 |
| 6 | 6033 | 6034 | 26084. | 13740. | 1.90 | 36 | 31 |
| 6 | 6957 | 4321 | 34207. | 55989. | 0.61 | 12 | 31 |
| 6 | 7139 | 4671 | 40381. | 55989. | 0.72 | 12 | 41 |
| 6 | TOTALS | | 1502322. | 1474268. | 1.02 | | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 7 | 2004 | 7854 | 94022. | 106174. | 0.89 | 21 | 32 |
| 7 | 2039 | 2051 | 31815. | 33392. | 0.95 | 25 | 42 |
| 7 | 2041 | 2057 | 23303. | 33392. | 0.70 | 25 | 12 |
| 7 | 2042 | 2058 | 14478. | 25044. | 0.58 | 38 | 43 |
| 7 | 2308 | 5113 | 45447. | 34348. | 1.32 | 24 | 31 |
| 7 | 2323 | 5092 | 68288. | 50544. | 1.35 | 25 | 31 |
| 7 | 2345 | 7717 | 53276. | 74478. | 0.72 | 92 | 31 |
| 7 | 2358 | 4084 | 118429. | 93098. | 1.27 | 12 | 41 |
| 7 | 2389 | 5103 | 54890. | 51978. | 1.06 | 24 | 31 |
| 7 | 3984 | 3987 | 9717. | 15707. | 0.62 | 79 | 11 |
| 7 | 3986 | 3985 | 97161. | 77174. | 1.26 | 11 | 11 |
| 7 | 4085 | 2362 | 106704. | 93098. | 1.15 | 12 | 41 |
| 7 | 4908 | 8529 | 64679. | 51978. | 1.24 | 24 | 41 |
| 7 | 5002 | 5198 | 21399. | 15707. | 1.36 | 75 | 11 |
| 7 | 5003 | 5209 | 90877. | 77174. | 1.18 | 11 | 11 |
| 7 | 5013 | 5014 | 5105. | 11522. | 0.44 | 45 | 11 |
| 7 | 5020 | 7446 | 7251. | 11914. | 0.61 | 38 | 11 |
| 7 | 5026 | 5027 | 8941. | 11522. | 0.78 | 45 | 11 |
| 7 | 5034 | 5037 | 6742. | 22174. | 0.30 | 64 | 11 |
| 7 | 5048 | 5046 | 16466. | 22174. | 0.74 | 64 | 11 |
| 7 | 5059 | 5060 | 16670. | 22174. | 0.75 | 64 | 11 |
| 7 | 5071 | 9724 | 54520. | 54663. | 1.00 | 25 | 11 |
| 7 | 5072 | 9724 | 66222. | 54663. | 1.21 | 25 | 11 |
| 7 | 5106 | 8379 | 22057. | 11522. | 1.91 | 45 | 31 |
| 7 | 5122 | 5123 | 18215. | 12870. | 1.42 | 37 | 31 |
| 7 | 5131 | 5132 | 66099. | 51978. | 1.27 | 24 | 41 |
| 7 | 5140 | 5141 | 46855. | 34348. | 1.36 | 24 | 41 |
| 7 | 5147 | 5148 | 19665. | 12870. | 1.53 | 37 | 31 |
| 7 | 5153 | 5154 | 51980. | 50544. | 1.03 | 25 | 41 |
| 7 | 5159 | 5160 | 40565. | 33392. | 1.21 | 25 | 41 |
| 7 | 5164 | 5166 | 44448. | 50544. | 0.88 | 25 | 31 |
| 7 | 5170 | 5171 | 34224. | 27130. | 1.26 | 36 | 41 |
| 7 | 5173 | 5180 | 18596. | 16086. | 1.16 | 33 | 41 |
| 7 | 5176 | 5177 | 34083. | 33392. | 1.02 | 25 | 31 |
| 7 | 7716 | 4482 | 67679. | 93098. | 0.73 | 92 | 31 |
| 7 | 8503 | 2462 | 13474. | 18750. | 0.72 | 98 | 31 |
| 7 | TOTALS | | 1554342. | 1490616. | 1.04 | | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 8 | 2146 | 2149 | 37398. | 51978. | 0.72 | 24 | 43 |
| 8 | 2171 | 2803 | 82005. | 74478. | 1.10 | 12 | 31 |
| 8 | 2213 | 2214 | 23193. | 31413. | 0.74 | 75 | 31 |
| 8 | 2236 | 2242 | 27138. | 31413. | 0.86 | 79 | 31 |
| 8 | 2252 | 2928 | 21406. | 23608. | 0.91 | 45 | 31 |
| 8 | 2269 | 2244 | 5227. | 15707. | 0.33 | 75 | 31 |
| 8 | 2270 | 2271 | 52009. | 55989. | 0.93 | 12 | 31 |
| 8 | 2280 | 2281 | 58399. | 55989. | 1.04 | 12 | 31 |
| 8 | 2438 | 2475 | 7139. | 34783. | 0.21 | 92 | 51 |
| 8 | 2477 | 6895 | 6990. | 34783. | 0.20 | 92 | 51 |
| 8 | 2509 | 2513 | 27706. | 36218. | 0.76 | 23 | 31 |
| 8 | 2558 | 2561 | 40599. | 54326. | 0.75 | 23 | 31 |
| 8 | 2565 | 2669 | 6830. | 11522. | 0.59 | 45 | 31 |
| 8 | 2660 | 2664 | 29729. | 34348. | 0.87 | 24 | 31 |
| 8 | 2804 | 2172 | 86993. | 74478. | 1.17 | 12 | 31 |
| 8 | 2807 | 3713 | 5281. | 13740. | 0.38 | 36 | 31 |
| 8 | 2811 | 2812 | 26235. | 34348. | 0.76 | 24 | 31 |
| 8 | 2819 | 2820 | 8720. | 9218. | 0.95 | 46 | 31 |
| 8 | 2824 | 2949 | 13155. | 11522. | 1.14 | 45 | 31 |
| 8 | 2831 | 3709 | 6712. | 11522. | 0.58 | 45 | 31 |
| 8 | 2832 | 2953 | 5686. | 9218. | 0.62 | 46 | 31 |
| 8 | 2844 | 2960 | 36259. | 34348. | 1.06 | 24 | 41 |
| 8 | 2850 | 4404 | 57359. | 63566. | 0.90 | 24 | 41 |
| 8 | 3706 | 3707 | 11912. | 11522. | 1.03 | 45 | 31 |
| 8 | 4911 | 4913 | 7982. | 18750. | 0.43 | 88 | 31 |
| 8 | 5365 | 5375 | 4331. | 18750. | 0.23 | 87 | 31 |
| 8 | 8261 | 8262 | 9636. | 11522. | 0.84 | 45 | 31 |
| 8 | TOTALS | | 706029. | 869059. | 0.81 | | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 9 | 3749 | 7534 | 19896. | 16086. | 1.24 | 41 | 41 |
| 9 | 3798 | 5974 | 33456. | 34348. | 0.97 | 24 | 41 |
| 9 | 4132 | 9915 | 41740. | 37500. | 1.11 | 12 | 31 |
| 9 | 4135 | 4133 | 38731. | 55989. | 0.69 | 12 | 31 |
| 9 | 4141 | 6087 | 34328. | 37500. | 0.92 | 12 | 31 |
| 9 | 4152 | 4153 | 39820. | 31413. | 1.27 | 75 | 31 |
| 9 | 4444 | 5730 | 32525. | 55989. | 0.58 | 92 | 31 |
| 9 | 5725 | 4442 | 27255. | 55989. | 0.49 | 92 | 31 |
| 9 | 5958 | 7370 | 1923. | 32956. | 0.06 | 41 | 31 |
| 9 | 5959 | 7223 | 12224. | 24914. | 0.49 | 44 | 31 |
| 9 | 5962 | 7330 | 22755. | 34348. | 0.66 | 24 | 31 |
| 9 | 5963 | 6050 | 6933. | 24914. | 0.28 | 44 | 31 |
| 9 | 5966 | 6054 | 28122. | 34348. | 0.82 | 24 | 31 |
| 9 | 5969 | 6063 | 25540. | 34348. | 0.74 | 24 | 31 |
| 9 | 6038 | 7227 | 14056. | 20544. | 0.68 | 36 | 51 |
| 9 | 6078 | 6154 | 28533. | 33392. | 0.85 | 25 | 31 |
| 9 | 6092 | 6093 | 29998. | 34348. | 0.87 | 24 | 31 |
| 9 | 6110 | 7950 | 42701. | 50544. | 0.84 | 25 | 41 |
| 9 | 6112 | 6116 | 22046. | 16086. | 1.37 | 33 | 31 |
| 9 | 6120 | 6121 | 34059. | 17174. | 1.98 | 32 | 32 |
| 9 | 6126 | 6178 | 19982. | 17174. | 1.16 | 32 | 32 |
| 9 | 7893 | 9840 | 5235. | 63392. | 0.08 | 21 | 51 |
| 9 | 8224 | 4149 | 57112. | 55989. | 1.02 | 12 | 31 |
| 9 | 8328 | 9840 | 5091. | 63392. | 0.08 | 21 | 51 |
| 9 | 9915 | 4136 | 41740. | 37500. | 1.11 | 12 | 31 |
| 9 | TOTALS | | 665799. | 920177. | 0.72 | | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME CAPACITY | OVER RATIO | F T | A T |
|----------------------|-------|--------|-----------------|-------------------|--------------------|---------------|--------|--------|
| 10 | 2218 | 2912 | 33062. | 36218. | 0.91 | 23 | 31 | |
| 10 | 2480 | 2293 | 19493. | 55989. | 0.35 | 92 | 31 | |
| 10 | 2487 | 5198 | 11498. | 11522. | 1.00 | 45 | 31 | |
| 10 | 2582 | 3857 | 72326. | 51978. | 1.39 | 24 | 31 | |
| 10 | 2610 | 7400 | 9081. | 11522. | 0.79 | 45 | 31 | |
| 10 | 2674 | 9900 | 65467. | 51978. | 1.26 | 24 | 31 | |
| 10 | 2676 | 9900 | 66349. | 51978. | 1.28 | 24 | 31 | |
| 10 | 2678 | 2679 | 55377. | 51978. | 1.07 | 24 | 41 | |
| 10 | 2798 | 2804 | 71266. | 74478. | 0.96 | 12 | 41 | |
| 10 | 2803 | 2797 | 66338. | 74478. | 0.89 | 12 | 41 | |
| 10 | 2919 | 2921 | 5941. | 11522. | 0.52 | 45 | 31 | |
| 10 | 2923 | 9769 | 8666. | 9218. | 0.94 | 46 | 31 | |
| 10 | 2927 | 9769 | 8666. | 9218. | 0.94 | 46 | 31 | |
| 10 | 3051 | 3054 | 11086. | 27826. | 0.40 | 64 | 31 | |
| 10 | 3053 | 3050 | 12043. | 27826. | 0.43 | 64 | 31 | |
| 10 | 3163 | 3167 | 40086. | 32652. | 1.23 | 33 | 31 | |
| 10 | 3166 | 3168 | 32161. | 51978. | 0.62 | 24 | 31 | |
| 10 | 3284 | 3286 | 39008. | 33392. | 1.17 | 25 | 31 | |
| 10 | 3382 | 7397 | 32079. | 25044. | 1.28 | 38 | 31 | |
| 10 | 3527 | 3531 | 23738. | 25033. | 0.95 | 38 | 41 | |
| 10 | 3529 | 7406 | 13627. | 11522. | 1.18 | 45 | 41 | |
| 10 | 3530 | 3526 | 15911. | 22761. | 0.70 | 64 | 31 | |
| 10 | 3927 | 8426 | 50219. | 55989. | 0.90 | 12 | 31 | |
| 10 | 3963 | 3989 | 60148. | 55989. | 1.07 | 12 | 41 | |
| 10 | 3990 | 4989 | 66737. | 55989. | 1.19 | 12 | 41 | |
| 10 | 4067 | 4070 | 28109. | 38587. | 0.73 | 11 | 41 | |
| 10 | 4068 | 5833 | 33113. | 38587. | 0.86 | 11 | 41 | |
| 10 | 4479 | 2479 | 20612. | 55989. | 0.37 | 92 | 31 | |
| 10 | 4584 | 7403 | 24806. | 32652. | 0.76 | 33 | 31 | |
| 10 | 4586 | 7401 | 40865. | 34348. | 1.19 | 24 | 41 | |
| 10 | 4719 | 4722 | 4039. | 15218. | 0.27 | 34 | 41 | |
| 10 | 4724 | 7840 | 30195. | 34348. | 0.88 | 24 | 41 | |
| 10 | 4870 | 7841 | 11424. | 23608. | 0.48 | 45 | 41 | |
| 10 | 4874 | 8063 | 24071. | 34348. | 0.70 | 24 | 41 | |
| 10 | 4984 | 4991 | 15761. | 11522. | 1.37 | 45 | 31 | |
| 10 | 4990 | 4996 | 2170. | 11522. | 0.19 | 45 | 41 | |
| 10 | 5007 | 8065 | 8925. | 15457. | 0.58 | 63 | 31 | |
| 10 | 5014 | 5006 | 7093. | 15457. | 0.46 | 63 | 11 | |
| 10 | 5182 | 5183 | 29692. | 32728. | 0.91 | 33 | 41 | |
| 10 | 5189 | 5201 | 12565. | 22761. | 0.55 | 64 | 31 | |
| 10 | 5194 | 5204 | 654. | 15022. | 0.04 | 64 | 21 | |
| 10 | 5200 | 5188 | 11502. | 15022. | 0.77 | 64 | 31 | |
| 10 | 5203 | 5192 | 1691. | 15022. | 0.11 | 64 | 21 | |
| 10 | 5207 | 5196 | 1062. | 15022. | 0.07 | 64 | 21 | |
| 10 | 5434 | 5439 | 13417. | 22761. | 0.59 | 64 | 41 | |
| 10 | 5440 | 5437 | 17255. | 22761. | 0.76 | 64 | 31 | |
| 10 | 5441 | 8020 | 18163. | 22761. | 0.80 | 64 | 41 | |
| 10 | 5688 | 5689 | 26543. | 34348. | 0.77 | 24 | 31 | |
| 10 | 5840 | 5844 | 9788. | 16892. | 0.58 | 24 | 31 | |
| 10 | 5847 | 7377 | 20541. | 34348. | 0.60 | 24 | 31 | |
| 10 | 8425 | 3925 | 57285. | 55989. | 1.02 | 12 | 31 | |
| 10 | | TOTALS | 1361713. | 1615158. | 0.84 | | | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 11 | 3669 | 6237 | 13928. | 21956. | 0.63 | 35 | 51 |
| 11 | 3811 | 6320 | 7566. | 9218. | 0.82 | 46 | 31 |
| 11 | 3814 | 6324 | 14621. | 16086. | 0.91 | 33 | 32 |
| 11 | 4336 | 6313 | 59444. | 50544. | 1.18 | 25 | 41 |
| 11 | 6244 | 7341 | 44498. | 51978. | 0.86 | 24 | 41 |
| 11 | 6253 | 6301 | 25479. | 34348. | 0.74 | 24 | 31 |
| 11 | 6299 | 8192 | 71472. | 55989. | 1.28 | 92 | 31 |
| 11 | 6326 | 9874 | 27216. | 17174. | 1.58 | 32 | 31 |
| 11 | 6329 | 7981 | 4840. | 9218. | 0.53 | 46 | 32 |
| 11 | 6358 | 9874 | 26960. | 17174. | 1.57 | 32 | 31 |
| 11 | 7986 | 7989 | 8755. | 9218. | 0.95 | 46 | 41 |
| 11 | 7995 | 7996 | 21901. | 13740. | 1.59 | 36 | 31 |
| 11 | 8193 | 2284 | 74890. | 93098. | 0.80 | 92 | 31 |
| 11 | TOTALS | | 401570. | 399741. | 1.00 | | |
| 12 | 2001 | 5331 | 21592. | 54326. | 0.40 | 23 | 44 |
| 12 | 2006 | 2007 | 93801. | 106174. | 0.88 | 21 | 32 |
| 12 | 2043 | 4473 | 10379. | 32652. | 0.32 | 33 | 31 |
| 12 | 2072 | 9736 | 87826. | 111978. | 0.78 | 12 | 31 |
| 12 | 2074 | 9737 | 66060. | 111978. | 0.59 | 12 | 31 |
| 12 | 2108 | 3569 | 42517. | 51978. | 0.82 | 24 | 31 |
| 12 | 2148 | 8175 | 53398. | 63566. | 0.84 | 24 | 43 |
| 12 | 2156 | 8154 | 18399. | 111978. | 0.16 | 17 | 31 |
| 12 | 3213 | 3214 | 26868. | 34348. | 0.78 | 24 | 31 |
| 12 | 5848 | 5849 | 33523. | 54326. | 0.62 | 23 | 32 |
| 12 | 9729 | 9736 | 8798. | 15707. | 0.56 | 73 | 31 |
| 12 | 9730 | 9733 | 9338. | 15707. | 0.59 | 73 | 31 |
| 12 | 9731 | 9736 | 79029. | 111978. | 0.71 | 12 | 31 |
| 12 | 9731 | 9737 | 69691. | 111978. | 0.62 | 12 | 31 |
| 12 | 9733 | 9731 | 9338. | 15707. | 0.59 | 73 | 31 |
| 12 | TOTALS | | 630555. | 1004381. | 0.63 | | |

HIGHWAY EVALUATION -- YEAR/ALT (a00) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|----------------------------|-------------|--------|
| 13 | 2155 | 8461 | 15009. | 37500. | 0.40 | 92 | 32 |
| 13 | 2452 | 8460 | 14338. | 37500. | 0.38 | 92 | 32 |
| 13 | 3666 | 6371 | 14308. | 17174. | 0.83 | 32 | 32 |
| 13 | 6364 | 6366 | 2353. | 12500. | 0.19 | 43 | 51 |
| 13 | 6367 | 6368 | 8702. | 12260. | 0.71 | 43 | 31 |
| 13 | 6371 | 7998 | 15072. | 20544. | 0.73 | 36 | 51 |
| 13 | 6429 | 8377 | 7744. | 13740. | 0.56 | 36 | 31 |
| 13 | 6489 | 7491 | 7882. | 12260. | 0.64 | 43 | 32 |
| 13 | 6492 | 6546 | 38264. | 34348. | 1.11 | 24 | 42 |
| 13 | 6501 | 6503 | 22673. | 32652. | 0.69 | 33 | 31 |
| 13 | 6558 | 6559 | 2167. | 15326. | 0.14 | 42 | 31 |
| 13 | 6562 | 6563 | 898. | 9218. | 0.10 | 46 | 32 |
| 13 | 6568 | 6611 | 151. | 12500. | 0.01 | 43 | 51 |
| 13 | 8460 | 2120 | 14338. | 37500. | 0.38 | 92 | 32 |
| 13 | 8461 | 2454 | 15009. | 37500. | 0.40 | 92 | 32 |
| 13 | TOTALS | | 178908. | 342522. | 0.52 | | |
| 99 | TOTALS | | 168740912. | 205222960. | 0.82 | SCREEN LINE | 99 |

***** * ***** *** ***** ***** * ***** * ***** * ***** * ***** *
 *

 *

| | |
|------------------------------------|-----------|
| TOTAL NUMBER OF LINKS | 7847 |
| TOTAL SYSTEM MILES | 1816.37 |
| TOTAL LANE MILES | 5472.76 |
| TOTAL DIRECTIONAL MILES | 3162.12 |
| TOTAL VMT USING VOLUMES | 42288232 |
| TOTAL VMT USING CAPACITY | 53234432 |
| TOTAL VMT V/C | 0.79 |
| TOTAL VHT USING VOLUMES | 1872860 |
| TOTAL VHT USING CAPACITY | 2040624 |
| TOTAL VHT V/C | 0.92 |
| TOTAL VOLUMES ALL LINKS | 181122176 |
| AVERAGE TOTAL VOLUME | 23081.71 |
| TOTAL VMT ALL LINKS | 42288232 |
| TOTAL VHT ALL LINKS | 1872860 |
| TOTAL ORIGINAL SPEED (MPH) | 33.54 |
| TOTAL CONGESTED SPEED (MPH) | 24.70 |
| TOTAL ACCIDENTS | 179.75 |
| TOTAL INJURIES | 115.66 |
| TOTAL FATALITIES | 0.66 |
| TOTAL CO EMISSIONS (KILOGRAMS) | 984394 |
| TOTAL HC EMISSIONS (KILOGRAMS) | 65821 |
| TOTAL NO EMISSIONS (KILOGRAMS) | 82544 |
| TOTAL FUEL USE | 2646397 |
| TOTAL NEW LANE MILEAGE | 0 |
| TOTAL CONSTRUCTION COST (X \$1000) | 0 |

| | |
|---|-----------|
| TOTAL ACCIDENT COST (DOLLARS) | 4580838 |
| TOTAL USERS COST (DOLLARS) | 17338158 |
| TOTAL MAINTENANCE COST (DOLLARS) | 729547 |
| TOTAL DELAY DUE TO CONGESTION (VEH-HRS) | 741073.75 |

APPENDIX F

YEAR 2005 EMIS MODEL INPUT & OUTPUT AND SUPPORTING FSUTMS REPORTS/FILES

YEAR 2005 MOBILE6.05A

MOBILE6 INPUT FILE

RUN DATA

MIN/MAX TEMP : 69.3 91.2

>These factors are for Southeast Florida only!

NO REFUELING :

*Indicates that refueling emissions will NOT be included

ABSOLUTE HUMIDITY : 100.0

FUEL RVP : 7.8

SCENARIO RECORD : SPEED = EPA default speed distribution

*User must indicate analysis year for this run in four digit format

CALENDAR YEAR : 2005

EVALUATION MONTH : 7

*User must indicate temperatures used for inventory purposes by area

END OF RUN

YEAR 2005 PROFILE.MAS

&TWODIGIT
YES
&VFACTORS
YES
&NAME NAME OF STUDY
Miami
&MOBILE DIRECTORY WHERE MOBILE PARAMETER FILES ARE STORED
c:\fsutms.v55\
&MOBILE6
YES
&M6YEAR
2005
&M6FACTORFILE
C:\FSUTMS.V55\MOB6-FAC.SEF
&IMFAC INSPECTION/MAINTENANCE CREDIT PERCENTAGE FOR EMIS
0.00000
&EMISFAC FACTOR TO ADJUST MODEL VMT TO MATCH HPMS TARGET VALUE
0.99908
&FSUTMS DIRECTORY WHERE SCRIPT FILES ARE LOCATED
.\\SCRIPT
&AVEZONE NUMBER OF ZONES TO AVERAGE TO COMPUTE IZ DISTANCE
1
&TRANZONE TRANSIT ACCESS ANALYSIS ZONE
642
&ZONESI INTERNAL ZONES
1500
&ZONESX FIRST EXTERNAL ZONE
1501
&ZONESA TOTAL ZONES
1521
&VALIDATE
NO
&ANALYSIS
YES
&GLSELECT
0
&GLTITLE
Miami-dade
&SZONE STARTING ZONE FOR CARDINAL DISTRIBUTION
1
&FZONE ENDING ZONE FOR CARDINAL DISTRIBUTION
1500
&DISTRICT NUMBER OF PLANNING DISTRICTS
96
&SUPERDIST NUMBER OF SUPER DISTRICTS
26
&CBDZONE THE CBD ZONES
642
&SELDEST SELECTED DESTINATION ZONES
1-1500
&TERM10 TERMINAL TIME FOR AREA TYPE
5
&TERM11 TERMINAL TIME FOR AREA TYPE
5
&TERM12 TERMINAL TIME FOR AREA TYPE
5
&TERM13 TERMINAL TIME FOR AREA TYPE

3 TERMINAL TIME FOR AREA TYPE
&TERM14
5 TERMINAL TIME FOR AREA TYPE
&TERM15
5 TERMINAL TIME FOR AREA TYPE
&TERM16
5 TERMINAL TIME FOR AREA TYPE
&TERM17
5 TERMINAL TIME FOR AREA TYPE
&TERM18
5 TERMINAL TIME FOR AREA TYPE
&TERM19
5 TERMINAL TIME FOR AREA TYPE
&TERM20
3 TERMINAL TIME FOR AREA TYPE
&TERM21
4 TERMINAL TIME FOR AREA TYPE
&TERM22
3 TERMINAL TIME FOR AREA TYPE
&TERM23
3 TERMINAL TIME FOR AREA TYPE
&TERM24
3 TERMINAL TIME FOR AREA TYPE
&TERM25
3 TERMINAL TIME FOR AREA TYPE
&TERM26
3 TERMINAL TIME FOR AREA TYPE
&TERM27
3 TERMINAL TIME FOR AREA TYPE
&TERM28
3 TERMINAL TIME FOR AREA TYPE
&TERM29
3 TERMINAL TIME FOR AREA TYPE
&TERM30
1 TERMINAL TIME FOR AREA TYPE
&TERM31
3 TERMINAL TIME FOR AREA TYPE
&TERM32
1 TERMINAL TIME FOR AREA TYPE
&TERM33
1 TERMINAL TIME FOR AREA TYPE
&TERM34
1 TERMINAL TIME FOR AREA TYPE
&TERM35
1 TERMINAL TIME FOR AREA TYPE
&TERM36
1 TERMINAL TIME FOR AREA TYPE
&TERM37
1 TERMINAL TIME FOR AREA TYPE
&TERM38
1 TERMINAL TIME FOR AREA TYPE
&TERM39
1 TERMINAL TIME FOR AREA TYPE
&TERM40
2 TERMINAL TIME FOR AREA TYPE
&TERM41
2 TERMINAL TIME FOR AREA TYPE

| | |
|-----------|--|
| &TERM42 | TERMINAL TIME FOR AREA TYPE |
| 3 | |
| &TERM43 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM44 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM45 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM46 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM47 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM48 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM49 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM50 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM51 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM52 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM53 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM54 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM55 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM56 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM57 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM58 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM59 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &NODES | MAXIMUM NUMBER OF NODES IN HWY NET |
| 15000 | |
| &UNITS | UNITS PER MILE |
| 5280 | |
| &CONFAC | FOR CAPACITY CONSTRAINT |
| 0.10 | |
| &CAPFAC | FOR PLOTTING LOS E |
| 0.10 | |
| &ITER | MAXIMUM EQUILIBRIUM ITERATIONS |
| 25 | |
| &UROADF | UROAD CAPACITY FACTOR |
| 0.75 | |
| &DAMPING | DAMPING FACTOR USED TO MINIMIZE TIME MODULATIONS BETWEEN |
| ITERATION | |
| 0.5 | |
| &BPRMAX | |
| 4.0 | |
| &EPS | |
| 0.10 | |
| &CTOLL | COEFFICIENT OF TOLL FACTOR USED IN TOLL MODEL |
| 0.08 | |

| | |
|--------------------------------|---|
| &TOLLS1 CONTINUITY 0.10 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS2 CONTINUITY 0.15 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS3 CONTINUITY 0.20 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS4 CONTINUITY 0.25 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS5 CONTINUITY 0.30 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS6 CONTINUITY 0.35 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS7 CONTINUITY 1.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS8 CONTINUITY 0.001 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS9 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS10 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS11 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS12 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS13 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS14 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS15 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS16 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS17 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS18 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &TOLLS19 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |

| | |
|--------------------------------|---|
| &TOLLS20 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT1 CONTINUITY 0.10 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT2 CONTINUITY 0.15 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT3 CONTINUITY 0.20 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT4 CONTINUITY 0.25 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT5 CONTINUITY 0.30 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT6 CONTINUITY 0.35 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT7 CONTINUITY 1.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT8 CONTINUITY 0.001 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT9 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT10 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT11 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT12 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT13 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT14 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT15 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT16 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT17 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| &SERVT18 CONTINUITY 0.00 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |

&SERVT19 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&SERVT20 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&MAXTIM
70
&ATITER NUMBER OF GMODEL ITERATIONS
7
&AOFAC1 AUTO OCC FOR HBW
0.7936
&AOFAC2 AUTO OCC FOR HBSH
0.5747
&AOFAC3 AUTO OCC FOR HBSR
0.5747
&AOFAC4 AUTO OCC FOR HBO
0.5747
&AOFAC5 AUTO OCC FOR NHB
0.5917
&UNCONNECT MAXIMUM TRANSIT TIME
255
&NUMFARE MAXIMUM NUMBER OF FARE CATEGORIES
8
&HOV SWITCH FOR HOV TYPE
TYPE1
&HOV1
HOV LINKS, LINK GROUP 2 = 80-89
&HOV2 IDENTIFIES WHICH HTTAB TRIPS SHOULD BE ASSIGNED
SELECTED PURPOSES = 1-2
&HOV3 FOR PLOTTING AND REPORTING, ADD LOV AND HOV TRIPS TOGETHER
ADD PURPOSES = 1-2
&PERIOD
24
&PLOTTER
HP7586
&PLOTPENS
8
&PLOTSIZE
30
&PAPER
NORMALD
&PLOTFAC
600
&DATA
DATA
&PLOTWIN
PLOTXY.STD
&PLOTWINA
PLOTXYA.STD
&PLOTWINB
PLOTXYB.STD
&PLOTWINC
PLOTXYC.STD
&PLOTWIND
PLOTXYD.STD
&PLOTWINE

PLOTXYE.STD
&PLOTWINF
PLOTXYF.STD
&PLOTWING
PLOTXYG.STD
&PLOTWINH
PLOTXYH.STD
&CHARHT
0.05
&NAMEB
SOUTH DADE (B)
&NAMEM
MIC/INTERCON (M)
&NAMEP
NORTH/BEACH CORR (P)
&NAMEQ
EAST/WEST CORRIDOR (Q)
&NAMER
DOWNTOWN MIAMI (R)
&NAMES
KENDALL/SOUTH CORR (S)
&NAMET
WEST CENTRAL AREA (T)
&NAMEU
NW/PALMETTO CORR (U)
&NAMEV
I95/NORTH CORRIDOR (V)
&NAMEZ
SUNPIKE/27TH AVE (Z)
&NAME1
SW (1)
&NAME2
NW (2)
&NAME3
NE (3)
&NAME4
SE (4)
&MAXUTIL
0.75
&QUEMAX
100
&QUELIM
4.9
&NUMFARE
9
&TOLLFM
TOLL FACILITIES MODEL
&MULTSQ
MULTIPLE SERVER QUEUES
&ACCUQT FLAG FOR USING TOLL FACILTIES MODEL
~ ACCUMULATE QUEUEING TIME
&GMTIME
TIME2
&CITYCODE
MIA
&TITLE
1999 MTPM

| | |
|-----------------|--|
| &MAXD | Maximum sidewalk area around stations |
| 0.4 | |
| &TERM | Auto access terminal time (home end) |
| 2.0 | |
| &DEF | Default auto access time |
| 2.0 | |
| &NOPT | Usage check on second auto connector |
| 1 | |
| &BACK | Backtrack flag for auto connector |
| 1 | |
| &AOC | Auto operating costs |
| 9.5 | |
| &OC3 | Average 3+ auto occupancy |
| 3.20 3.20 3.20 | 3.20 3.20 |
| &OCTA | Average park/ride auto occupancy |
| 1.2 1.2 1.2 | |
| &TASPD | Average auto access speed |
| 26.0 26.0 | |
| &MINRUN1 | Minimum walk-to-local run time |
| 3.0 | |
| &MINRUN2 | Minimum walk-to-premium run time |
| 3.0 | |
| &MINRUN3 | Minimum auto-to-local run time |
| 30.0 | |
| &MINRUN4 | Minimum auto-to-premium run time |
| 6.0 | |
| &INFL1 | Transit fare inflation |
| 1.0 | |
| &INFL2 | Auto operating cost inflation |
| 1.0 | |
| &INFL3 | Parking cost inflation |
| 1.0 | |
| &MSMIN | Minimum mode split |
| 0.01 0.01 0.01 | |
| &HOVUSE | HOV usage flag |
| 2 | |
| &HOVMIN | HOV minimum time |
| 3.0 | |
| &RAILAC | Station walk access impedance flag |
| 0 | |
| &VAL | Validation summary flag |
| 0 | |
| &KRFAC | Kiss/ride additional impedance factor |
| 1.50 | |
| &JITNEY | Jitney flag (0=none, 1=base, 2=alt) |
| 1 | |
| &VERS | Model Version (1=standard FSUTMS, 2=Orlando 10 purposes) |
| 1 | |
| &DEFMS | Default Regional Mode Splits |
| 0.07770 0.02970 | 0.02970 |
| &DEFUPD | Update Zonal Default Mode Splits (1=yes, 2=no) |
| 1 | |
| &MAXTIM | |
| 70 | |
| &TRIZONE | TRI RAIL EXTERNAL ZONE |
| 1467 | |
| &MAXTIME | |

```

120
&ROTANG
270
&PORTRAIT
0
&LANDSCAPE
0
&ROTANGW

&PLT
plt
&ASCII
YES
&DATABASE          Optional entry to enable database capability
NO
&DBCOOUT          When activated, writes database files for TASSIGN
      DBC OUTPUT, INET
&MINUROADFAC      Specifies minimum UROAD factor allowed (Optional)
0.50
&MAXUROADFAC      Specifies maximum UROAD factor allowed
1.00
&MINCONFAC        Specifies minimum CONFAC factor allowed
0.04
&MAXCONFAC        Specifies maximum CONFAC factor allowed
1.00
&MINBPRCOEFF      Specifies minimum BPR coefficient allowed
0.0
&MAXBPRCOEFF      Specifies maximum BPR coefficient allowed
1.00
&MINBPREXP        Specifies minimum BPR exponent allowed
1.00
&MAXBPREXP        Specifies maximum BPR exponent allowed
10.00
&EMISTABLES       Tables on HTTAB file for intrazonal emissions (default =
1)
1
&ASCII             Outputs file HRLDXY.ASC (similar to NETCARD output)
YES
&VFACTORS         Required entry. YES must start in column one
YES
&DATABASE          Optional entry to enable database capability
NO
&DBCOOUT          When activated, writes database files for TASSIGN
      ~ DBC OUTPUT, INET
&MINUROADFAC      Specifies minimum UROAD factor allowed (Optional)
0.50
&MAXUROADFAC      Specifies maximum UROAD factor allowed
1.00
&MINCONFAC        Specifies minimum CONFAC factor allowed
0.04
&MAXCONFAC        Specifies maximum CONFAC factor allowed
1.00
&MINBPRCOEFF      Specifies minimum BPR coefficient allowed
0.0
&MAXBPRCOEFF      Specifies maximum BPR coefficient allowed
1.00
&MINBPREXP        Specifies minimum BPR exponent allowed

```

```
1.00
&MAXBPREXP      Specifies maximum BPR exponent allowed
10.00
&EMISTABLES     Tables on HTTAB file for intrazonal emissions (default =
1)
1
&ASCII          Outputs file HRLDXY.ASC (similar to NETCARD output)
YES
&MODELCAP
~ MODEL CAPACITY
&COLORS
1,2,3,4,5,6,7,8
&ACTC           REPORT TRANSIT TRIPS=0 for CENTERS, 1 FOR TAZs
1
&KTHROW         ACTIVITY CENTER TEMP FILES, 1=KEEP, 0=DELETE
1
&STDZ2          STANDARD FSUTMSZ2, 1=TRUE, 0=RTA
1
&SELZONE        SELECTED TAZ
1506
&DTBZERO
7000
```

YEAR 2005 EMIS.OUT

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
 EMISSION MODEL FOR MOBILE 6 -- PROGRAM DATE: 16JAN02
 - RUN TIME: 10:34:47 09DEC04

 * MOBILE6.2 (31-Oct-2002) *
 * Input file: MOBILE6.IN (file 1, run 1). *

*These factors are for Southeast Florida only!

M603 Comment:

User has disabled the calculation of REFUELING emissions.

* #
 * SPEED = EPA default speed distribution
 * File 1, Run 1, Scenario 1.
 * #
 M 48 Warning:
 there are no sales for vehicle class HDGV8b

Calendar Year: 2005
 Month: July
 Altitude: Low
 Minimum Temperature: 69.3 (F)
 Maximum Temperature: 91.2 (F)
 Absolute Humidity: 100. grains/lb
 Nominal Fuel RVP: 7.8 psi
 Weathered RVP: 7.5 psi
 Fuel Sulfur Content: 92. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

| LDDT | Vehicle Type: HDDV | LDGV MC | LDGT12 All Veh | LDGT34 | LDGT (All) | HDGV | LDVV |
|--------|-----------------------------|------------------|-------------------|--------|---------------|--------|--------|
| | GVWR: | | <6000 | >6000 | | | |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 0.0019 | VMT Distribution: 0.0849 | 0.4158 0.0057 | 0.3387 1.0000 | 0.1165 | | 0.0360 | 0.0006 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

| Composite Emission Factors (g/mi): | | | | | | | |
|------------------------------------|---------------------------|----------------|-----------------|-------|-------|-------|-------|
| 0.801 | Composite VOC : 0.540 | 1.119 2.24 | 1.139 1.171 | 1.782 | 1.303 | 1.432 | 0.578 |
| 1.408 | Composite CO : 3.046 | 13.16 16.25 | 15.11 13.764 | 18.96 | 16.09 | 16.98 | 1.617 |
| 1.371 | Composite NOX : 11.448 | 0.865 1.06 | 1.032 2.001 | 1.335 | 1.110 | 4.321 | 1.319 |
| ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |

Year = 2005

| Vehicle Type | VMT Distribution |
|--------------|------------------|
|--------------|------------------|

| | |
|---------|--------|
| LDGV | 0.4158 |
| LDGT12 | 0.3387 |
| LDGT34 | 0.1165 |
| LDGT | 0.0000 |
| HDGV | 0.0360 |
| LDDV | 0.0006 |
| LDDT | 0.0019 |
| HDDV | 0.0849 |
| MC | 0.0057 |
| All Veh | 1.0000 |

Speeds: 1.0 65.0

| | | |
|------|--------|--------|
| VOC: | 1.171 | 1.171 |
| CO: | 13.764 | 13.764 |
| NOX: | 2.001 | 2.001 |

INPUT CARD ECHO

INFO all reported values have been adjusted by EMISFAC = 0.9991

SCENARIO 1 MOBILE.TEM
 THE FOLLOWING IS A MATRIX WHICH ASSIGNS A SCENARIO TO EACH FT/AT COMBINATION
 AT=> 1 2 3 4 5

| FT | 1 | 2 | 3 | 4 | 5 |
|----|---|---|---|---|---|
| 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 |
| 3 | 1 | 1 | 1 | 1 | 1 |
| 4 | 1 | 1 | 1 | 1 | 1 |
| 5 | 1 | 1 | 1 | 1 | 1 |
| 6 | 1 | 1 | 1 | 1 | 1 |
| 7 | 1 | 1 | 1 | 1 | 1 |
| 8 | 1 | 1 | 1 | 1 | 1 |
| 9 | 1 | 1 | 1 | 1 | 1 |

INPUT COORDINATE SCALE (UNITS) FROM PROFILE.MAS IS 5280

INFO ALL REPORT VALUES ARE BEING ADJUSTED BY A FACTOR OF 0.9991

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
 GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AT | VOC | CO | NOx |
|----|----|----------|-----------|-----------|
| 1 | 1 | 496522. | 5836146. | 848454. |
| 1 | 2 | 113264. | 1331312. | 193545. |
| 1 | 3 | 6799343. | 79919816. | 11618690. |
| 1 | 4 | 5431654. | 63843948. | 9281585. |
| 1 | 5 | 225184. | 2646820. | 384793. |

| | | | | |
|---|---|-----------|------------|-----------|
| 2 | 1 | 261598. | 3074837. | 447017. |
| 2 | 2 | 15490. | 182068. | 26469. |
| 2 | 3 | 10658482. | 125280744. | 18213224. |
| 2 | 4 | 10687544. | 125622024. | 18262834. |
| 2 | 5 | 450356. | 5293509. | 769566. |
| 3 | 1 | 178288. | 2095605. | 304658. |
| 3 | 2 | 1796. | 21116. | 3070. |
| 3 | 3 | 3200802. | 37622352. | 5469504. |
| 3 | 4 | 1589558. | 18683756. | 2716228. |
| 3 | 5 | 599276. | 7043921. | 1024040. |
| 4 | 1 | 87993. | 1034278. | 150363. |
| 4 | 2 | 11919. | 140099. | 20367. |
| 4 | 3 | 4263572. | 50114240. | 7285577. |
| 4 | 4 | 1354060. | 15915710. | 2313812. |
| 4 | 5 | 410779. | 4828315. | 701937. |
| 5 | 1 | 53410. | 627779. | 91266. |
| 5 | 2 | 3694. | 43423. | 6313. |
| 5 | 3 | 2010118. | 23627036. | 3434882. |
| 5 | 4 | 1240807. | 14584514. | 2120284. |
| 5 | 5 | 268839. | 3159947. | 459390. |
| 6 | 1 | 237238. | 2788507. | 405391. |
| 6 | 2 | 9764. | 114761. | 16684. |
| 6 | 3 | 310455. | 3649102. | 530504. |
| 6 | 4 | 624922. | 7345362. | 1067863. |
| 7 | 1 | 132347. | 1555612. | 226154. |
| 7 | 2 | 48688. | 572278. | 83197. |
| 7 | 3 | 910585. | 10703075. | 1556006. |
| 7 | 4 | 641557. | 7540902. | 1096290. |
| 7 | 5 | 29018. | 341078. | 49586. |
| 8 | 3 | 642403. | 7550844. | 1097736. |
| 8 | 4 | 31292. | 367809. | 53472. |
| 9 | 3 | 3323164. | 39060644. | 5678611. |
| 9 | 4 | 134216. | 1577584. | 229348. |
| 9 | 5 | 904676. | 10633615. | 1545907. |

GL TOTAL 58394644.686373696. 99784120.
 (TONS) 64.31 755.92 109.89

GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT AT | VOC | CO | NOx |
|-------|-----|----|-----|
|-------|-----|----|-----|

| | | | |
|----------|------|------|------|
| GL TOTAL | 0. | 0. | 0. |
| (TONS) | 0.00 | 0.00 | 0.00 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AT | VOC | CO | NOx |
|----------|----|--------|---------|--------|
| 2 | 3 | 711. | 8362. | 1216. |
| 3 | 3 | 7562. | 88879. | 12921. |
| 3 | 5 | 16429. | 193110. | 28074. |
| 4 | 3 | 18911. | 222278. | 32315. |
| 4 | 5 | 3500. | 41143. | 5981. |
| 5 | 3 | 2301. | 27049. | 3932. |
| 5 | 4 | 3461. | 40679. | 5914. |
| GL TOTAL | | 52875. | 621500. | 90353. |
| (TONS) | | 0.06 | 0.68 | 0.10 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
ALL GEOGRAPHIC LOCATIONS

| FT | AT | VOC | CO | NOx |
|----|----|---------------------|-----------|-----------|
| 1 | 1 | 496522. | 5836146. | 848454. |
| 1 | 2 | 113264. | 1331312. | 193545. |
| 1 | 3 | 6799343. | 79919816. | 11618690. |
| 1 | 4 | 5431654. | 63843948. | 9281585. |
| 1 | 5 | 225184. | 2646820. | 384793. |
| 2 | 1 | 261598. | 3074837. | 447017. |
| 2 | 2 | 15490. | 182068. | 26469. |
| 2 | 3 | 10659193.125289104. | 18214438. | |
| 2 | 4 | 10687544.125622024. | 18262834. | |
| 2 | 5 | 450356. | 5293509. | 769566. |
| 3 | 1 | 178288. | 2095605. | 304658. |
| 3 | 2 | 1796. | 21116. | 3070. |
| 3 | 3 | 3208363. | 37711228. | 5482426. |
| 3 | 4 | 1589558. | 18683756. | 2716228. |
| 3 | 5 | 615705. | 7237032. | 1052114. |
| 4 | 1 | 87993. | 1034278. | 150363. |
| 4 | 2 | 11919. | 140099. | 20367. |
| 4 | 3 | 4282481. | 50336516. | 7317891. |
| 4 | 4 | 1354060. | 15915710. | 2313812. |
| 4 | 5 | 414279. | 4869458. | 707918. |
| 5 | 1 | 53410. | 627779. | 91266. |
| 5 | 2 | 3694. | 43423. | 6313. |
| 5 | 3 | 2012420. | 23654086. | 3438814. |
| 5 | 4 | 1244268. | 14625193. | 2126198. |

| | | | | |
|--------|---|-----------|------------|-----------|
| 5 | 5 | 268839. | 3159947. | 459390. |
| 6 | 1 | 237238. | 2788507. | 405391. |
| 6 | 2 | 9764. | 114761. | 16684. |
| 6 | 3 | 310455. | 3649102. | 530504. |
| 6 | 4 | 624922. | 7345362. | 1067863. |
| 7 | 1 | 132347. | 1555612. | 226154. |
| 7 | 2 | 48688. | 572278. | 83197. |
| 7 | 3 | 910585. | 10703075. | 1556006. |
| 7 | 4 | 641557. | 7540902. | 1096290. |
| 7 | 5 | 29018. | 341078. | 49586. |
| 8 | 3 | 642403. | 7550844. | 1097736. |
| 8 | 4 | 31292. | 367809. | 53472. |
| 9 | 3 | 3323164. | 39060644. | 5678611. |
| 9 | 4 | 134216. | 1577584. | 229348. |
| 9 | 5 | 904676. | 10633615. | 1545907. |
| SUM | | 58447532. | 686995200. | 99874456. |
| (TONS) | | 64.37 | 756.60 | 109.99 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FACILITY | | | |
|----------|-----------|------------|-----------|
| | TYPE | VOC | CO |
| | | NOx | |
| 1 | 13065966. | 153578128. | 22327068. |
| 2 | 22074200. | 259461680. | 37720296. |
| 3 | 5593706. | 65748744. | 9558506. |
| 4 | 6150730. | 72296136. | 10510354. |
| 5 | 3582634. | 42110412. | 6121970. |
| 6 | 1182378. | 13897734. | 2020442. |
| 7 | 1762194. | 20712934. | 3011231. |
| 8 | 673695. | 7918654. | 1151208. |
| 9 | 4362056. | 51271860. | 7453868. |
| SUM | 58447532. | 686995200. | 99874456. |
| (TONS) | 64.37 | 756.60 | 109.99 |

| AREA | | | |
|--------|-----------|------------|-----------|
| | TYPE | VOC | CO |
| | | NOx | |
| 1 | 1447395. | 17012760. | 2473304. |
| 2 | 204615. | 2405058. | 349645. |
| 3 | 32148436. | 377874816. | 54935216. |
| 4 | 21739044. | 255522224. | 37147664. |
| 5 | 2908057. | 34181468. | 4969274. |
| SUM | 58447532. | 686995200. | 99874456. |
| (TONS) | 64.37 | 756.60 | 109.99 |

| NUMBER | | | |
|--------|-------|-----|----|
| | LANES | VOC | CO |
| | | NOx | |

| | | | |
|--------|-----------|------------|-----------|
| 1 | 12682339. | 149069024. | 21671502. |
| 2 | 19069470. | 224144528. | 32585934. |
| 3 | 18144936. | 213277040. | 31006034. |
| 4 | 5784450. | 67990760. | 9884451. |
| 5 | 2436194. | 28635162. | 4162959. |
| 6 | 312460. | 3672674. | 533931. |
| 7 | 0. | 0. | 0. |
| 8 | 17622. | 207128. | 30112. |
| SUM | 58447532. | 686995200. | 99874456. |
| (TONS) | 64.37 | 756.60 | 109.99 |

DAILY VEHICLE MILES

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VMT - GEOGRAPHIC LOCATION NO 1:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|--------|----------|----------|---------|-----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 424015. | 96724. | 5806440. | 4638474. | 192300. | 11157954. |
| 2 | 223397. | 13228. | 9102062. | 9126846. | 384591. | 18850122. |
| 3 | 152253. | 1534. | 2733386. | 1357436. | 511764. | 4756373. |
| 4 | 75144. | 10179. | 3640966. | 1156328. | 350793. | 5233409. |
| 5 | 45610. | 3155. | 1716581. | 1059613. | 229580. | 3054540. |
| 6 | 202594. | 8338. | 265119. | 533665. | 0. | 1009716. |
| 7 | 113020. | 41578. | 777614. | 547872. | 24780. | 1504864. |
| 8 | 0. | 0. | 548594. | 26723. | 0. | 575316. |
| 9 | 0. | 0. | 2837885. | 114617. | 772567. | 3725069. |

GL TOTAL 1236035. 174735. 27428648. 18561554. 2466378. 49867352.

DAILY VMT - GEOGRAPHIC LOCATION NO 2:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|----|----|----|----|-------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 0. | 0. | 0. |
| 3 | 0. | 0. | 0. | 0. | 0. | 0. |
| 4 | 0. | 0. | 0. | 0. | 0. | 0. |
| 5 | 0. | 0. | 0. | 0. | 0. | 0. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 0. | 0. | 0. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |

GL TOTAL 0. 0. 0. 0. 0. 0.

DAILY VMT - GEOGRAPHIC LOCATION NO 3:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|----|--------|-------|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 608. | 0. | 0. | 608. |
| 3 | 0. | 0. | 6457. | 0. | 14030. | 20487. |
| 4 | 0. | 0. | 16149. | 0. | 2989. | 19138. |
| 5 | 0. | 0. | 1965. | 2955. | 0. | 4921. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 0. | 0. | 0. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 25179. | 2955. | 17019. | 45154. |

DAILY VEHICLE MILES

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|-------|------------|---------|-----------|-----------|----------|-----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 424015. | 96724. | 5806440. | 4638474. | 192300. | 11157954. |
| 2 | 223397. | 13228. | 9102669. | 9126846. | 384591. | 18850730. |
| 3 | 152253. | 1534. | 2739844. | 1357436. | 525794. | 4776861. |
| 4 | 75144. | 10179. | 3657115. | 1156328. | 353782. | 5252548. |
| 5 | 45610. | 3155. | 1718546. | 1062569. | 229580. | 3059460. |
| 6 | 202594. | 8338. | 265119. | 533665. | 0. | 1009716. |
| 7 | 113020. | 41578. | 777614. | 547872. | 24780. | 1504864. |
| 8 | 0. | 0. | 548594. | 26723. | 0. | 575316. |
| 9 | 0. | 0. | 2837885. | 114617. | 772567. | 3725069. |
| TOTAL | 1236035. | 174735. | 27453828. | 18564508. | 2483398. | 49912504. |

DAILY VMT
FACILITY
TYPE

| | |
|---|-----------|
| 1 | 11157953. |
| 2 | 18850708. |
| 3 | 4776866. |
| 4 | 5252542. |
| 5 | 3059459. |
| 6 | 1009717. |
| 7 | 1504863. |
| 8 | 575316. |
| 9 | 3725071. |

TOTAL 49912356.

DAILY VMT
AREA
TYPE

| | |
|---|-----------|
| 1 | 1236035. |
| 2 | 174735. |
| 3 | 27453828. |
| 4 | 18564508. |
| 5 | 2483398. |

TOTAL 49912356.

DAILY VMT
NUMBER
LANES

| | |
|---|-----------|
| 1 | 10830377. |
| 2 | 16284840. |
| 3 | 15495262. |
| 4 | 4939754. |
| 5 | 2080439. |
| 6 | 266832. |
| 7 | 0. |
| 8 | 15049. |

TOTAL 49912356.

DAILY VEHICLE HOURS

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VHT - GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|-------|----------|---------|--------|----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 11534. | 2759. | 282807. | 199208. | 3439. | 499747. |
| 2 | 15496. | 384. | 430121. | 506522. | 8362. | 960884. |
| 3 | 10189. | 54. | 136794. | 78306. | 12170. | 237513. |
| 4 | 4625. | 690. | 167450. | 67517. | 11293. | 251576. |
| 5 | 4481. | 252. | 103062. | 69341. | 5982. | 183119. |
| 6 | 15131. | 517. | 11989. | 27300. | 0. | 54937. |
| 7 | 6657. | 2106. | 46054. | 32892. | 603. | 88313. |
| 8 | 0. | 0. | 18881. | 746. | 0. | 19627. |
| 9 | 0. | 0. | 120964. | 3015. | 19299. | 143278. |
| GL TOTAL | 68112. | 6763. | 1318123. | 984846. | 61148. | 2438991. |

DAILY VHT - GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|----|----|----|----|-------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 0. | 0. | 0. |
| 3 | 0. | 0. | 0. | 0. | 0. | 0. |
| 4 | 0. | 0. | 0. | 0. | 0. | 0. |
| 5 | 0. | 0. | 0. | 0. | 0. | 0. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 0. | 0. | 0. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 0. | 0. | 0. | 0. |

DAILY VHT - GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|----|------|------|------|-------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 15. | 0. | 0. | 15. |
| 3 | 0. | 0. | 212. | 0. | 278. | 490. |
| 4 | 0. | 0. | 487. | 0. | 77. | 564. |
| 5 | 0. | 0. | 124. | 197. | 0. | 321. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 0. | 0. | 0. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 838. | 197. | 355. | 1390. |

DAILY VEHICLE HOURS

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|-------|---------|---------|--------|---------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 11534. | 2759. | 282807. | 199208. | 3439. | 499747. |
| 2 | 15496. | 384. | 430136. | 506522. | 8362. | 960899. |
| 3 | 10189. | 54. | 137006. | 78306. | 12448. | 238003. |
| 4 | 4625. | 690. | 167938. | 67517. | 11370. | 252139. |
| 5 | 4481. | 252. | 103186. | 69538. | 5982. | 183439. |
| 6 | 15131. | 517. | 11989. | 27300. | 0. | 54937. |
| 7 | 6657. | 2106. | 46054. | 32892. | 603. | 88313. |
| 8 | 0. | 0. | 18881. | 746. | 0. | 19627. |

| | | | | | | |
|-------|--------|-------|----------|---------|--------|----------|
| 9 | 0. | 0. | 120964. | 3015. | 19299. | 143278. |
| TOTAL | 68112. | 6763. | 1318961. | 985043. | 61503. | 2440381. |

DAILY VHT
FACILITY
TYPE

| | |
|-------|----------|
| 1 | 499747. |
| 2 | 960897. |
| 3 | 238003. |
| 4 | 252140. |
| 5 | 183439. |
| 6 | 54937. |
| 7 | 88313. |
| 8 | 19627. |
| 9 | 143278. |
| TOTAL | 2440378. |

DAILY VHT
AREA
TYPE

| | |
|-------|----------|
| 1 | 68112. |
| 2 | 6763. |
| 3 | 1318961. |
| 4 | 985043. |
| 5 | 61503. |
| TOTAL | 2440378. |

DAILY VHT
NUMBER
LANES

| | |
|-------|----------|
| 1 | 598868. |
| 2 | 773062. |
| 3 | 840067. |
| 4 | 149065. |
| 5 | 65252. |
| 6 | 7244. |
| 7 | 0. |
| 8 | 6823. |
| TOTAL | 2440378. |

AVERAGE CONGESTED SPEED (mph)

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----------|------------------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 36.76 | 35.05 | 20.53 | 23.28 | 55.92 |
| 2 | 14.42 | 34.43 | 21.16 | 18.02 | 45.99 |
| 3 | 14.94 | 28.20 | 19.98 | 17.34 | 42.05 |
| 4 | 16.25 | 14.76 | 21.74 | 17.13 | 31.06 |
| 5 | 10.18 | 12.50 | 16.66 | 15.28 | 38.38 |
| 6 | 13.39 | 16.14 | 22.11 | 19.55 | 0.00 |
| 7 | 16.98 | 19.74 | 16.88 | 16.66 | 41.10 |
| 8 | 0.00 | 0.00 | 29.06 | 35.80 | 0.00 |
| 9 | 0.00 | 0.00 | 23.46 | 38.02 | 40.03 |
| GL TOTAL | 18.15 | 25.84 | 20.81 | 18.85 | 40.33 |

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----------|------------------------|------|------|------|------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| GL TOTAL | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----|------------------------|------|-------|------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 | 41.02 | 0.00 | 0.00 |
| 3 | 0.00 | 0.00 | 30.45 | 0.00 | 50.39 |
| 4 | 0.00 | 0.00 | 33.14 | 0.00 | 39.02 |

| | | | | | |
|----------|------|------|-------|-------|-------|
| 5 | 0.00 | 0.00 | 15.91 | 15.00 | 0.00 |
| 6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| GL TOTAL | 0.00 | 0.00 | 30.06 | 15.00 | 47.94 |

AVERAGE CONGESTED SPEED (mph)

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
AVERAGE SPEED - ALL GEOGRAPHIC LOCATIONS

| FT | AREA TYPES | | | | |
|-------|------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 36.76 | 35.05 | 20.53 | 23.28 | 55.92 |
| 2 | 14.42 | 34.43 | 21.16 | 18.02 | 45.99 |
| 3 | 14.94 | 28.20 | 20.00 | 17.34 | 42.24 |
| 4 | 16.25 | 14.76 | 21.78 | 17.13 | 31.12 |
| 5 | 10.18 | 12.50 | 16.65 | 15.28 | 38.38 |
| 6 | 13.39 | 16.14 | 22.11 | 19.55 | 0.00 |
| 7 | 16.98 | 19.74 | 16.88 | 16.66 | 41.10 |
| 8 | 0.00 | 0.00 | 29.06 | 35.80 | 0.00 |
| 9 | 0.00 | 0.00 | 23.46 | 38.02 | 40.03 |
| TOTAL | 18.15 | 25.84 | 20.81 | 18.85 | 40.38 |

AVERAGE SPEED
FACILITY
TYPE

| | |
|-------|-------|
| 1 | 22.33 |
| 2 | 19.62 |
| 3 | 20.07 |
| 4 | 20.83 |
| 5 | 16.68 |
| 6 | 18.38 |
| 7 | 17.04 |
| 8 | 29.31 |
| 9 | 26.00 |
| TOTAL | 20.45 |

AVERAGE SPEED
AREA
TYPE

| | |
|---|-------|
| 1 | 18.15 |
| 2 | 25.84 |
| 3 | 20.81 |
| 4 | 18.85 |
| 5 | 40.38 |

TOTAL 20.45

AVERAGE SPEED

NUMBER

LANES

| | |
|---|-------|
| 1 | 18.08 |
| 2 | 21.07 |
| 3 | 18.45 |
| 4 | 33.14 |
| 5 | 31.88 |
| 6 | 36.83 |
| 7 | 0.00 |
| 8 | 2.21 |

TOTAL 20.45

□

YEAR 2005 HEVAL.OUT

FLORIDA D.O.T.
PAGE NO. 1
FSUTMS
DATE 09DEC04
VER 5.50
TIME 10:09:14

miami

HIGHWAY ASSIGNMENT

"HELABELS.SYN" CONTENTS:

| | | | | |
|-------------|---|---|---------|-----------------|
| LABEL FT 11 | 1 | 1 | FREEWAY | FREEWAY |
| LABEL FT 12 | 1 | 1 | | |
| LABEL FT 15 | 1 | 1 | | |
| LABEL FT 16 | 1 | 1 | | |
| LABEL FT 17 | 1 | 1 | | |
| LABEL FT 21 | 2 | 2 | D. ART | DIV. ARTERIAL |
| LABEL FT 22 | 2 | 2 | | |
| LABEL FT 23 | 2 | 2 | | |
| LABEL FT 24 | 2 | 2 | | |
| LABEL FT 25 | 2 | 2 | | |
| LABEL FT 31 | 3 | 3 | U. ART | UNDIV. ARTERIAL |
| LABEL FT 32 | 3 | 3 | | |
| LABEL FT 33 | 3 | 3 | | |
| LABEL FT 34 | 3 | 3 | | |
| LABEL FT 35 | 3 | 3 | | |
| LABEL FT 36 | 3 | 3 | | |
| LABEL FT 37 | 3 | 3 | | |
| LABEL FT 38 | 3 | 3 | | |
| LABEL FT 41 | 4 | 4 | COLLCTR | COLLECTOR |
| LABEL FT 42 | 4 | 4 | | |
| LABEL FT 43 | 4 | 4 | | |
| LABEL FT 44 | 4 | 4 | | |
| LABEL FT 45 | 4 | 4 | | |
| LABEL FT 46 | 4 | 4 | | |
| LABEL FT 47 | 4 | 4 | | |
| LABEL FT 48 | 4 | 4 | | |
| LABEL FT 51 | 5 | 5 | LOCAL | CENTROID CONN. |
| LABEL FT 52 | 5 | 5 | | |
| LABEL FT 61 | 6 | 6 | 1 WAY | ONE WAY |
| LABEL FT 62 | 6 | 6 | | |
| LABEL FT 63 | 6 | 6 | | |
| LABEL FT 64 | 6 | 6 | | |
| LABEL FT 65 | 6 | 6 | | |
| LABEL FT 66 | 6 | 6 | | |
| LABEL FT 67 | 6 | 6 | | |
| LABEL FT 68 | 6 | 6 | | |
| LABEL FT 71 | 7 | 7 | RAMP | RAMPS |
| LABEL FT 72 | 7 | 7 | | |
| LABEL FT 73 | 7 | 7 | | |
| LABEL FT 74 | 7 | 7 | | |
| LABEL FT 75 | 7 | 7 | | |
| LABEL FT 76 | 7 | 7 | | |
| LABEL FT 77 | 7 | 7 | | |
| LABEL FT 78 | 7 | 7 | | |
| LABEL FT 79 | 7 | 7 | | |
| LABEL FT 81 | 8 | 8 | HOV | HOV |
| LABEL FT 82 | 8 | 8 | | |
| LABEL FT 83 | 8 | 8 | | |
| LABEL FT 84 | 8 | 8 | | |

"HELABELS.SYN" CONTENTS:

| | | | | | | | | | | |
|-------|----|----|---|---|--------|--|-------------|--|--|--|
| LABEL | FT | 85 | 8 | 8 | | | | | | |
| LABEL | FT | 86 | 8 | 8 | | | | | | |
| LABEL | FT | 87 | 8 | 8 | | | | | | |
| LABEL | FT | 88 | 8 | 8 | | | | | | |
| LABEL | FT | 89 | 8 | 8 | | | | | | |
| LABEL | FT | 91 | 9 | 9 | TOLL | | TOLL | | | |
| LABEL | FT | 92 | 9 | 9 | | | | | | |
| LABEL | FT | 93 | 9 | 9 | | | | | | |
| LABEL | FT | 94 | 9 | 9 | | | | | | |
| LABEL | FT | 95 | 9 | 9 | | | | | | |
| LABEL | FT | 96 | 9 | 9 | | | | | | |
| LABEL | FT | 97 | 9 | 9 | | | | | | |
| LABEL | FT | 98 | 9 | 9 | | | | | | |
| LABEL | FT | 99 | 9 | 9 | | | | | | |
| LABEL | AT | 11 | 1 | 1 | CBD | | CBD | | | |
| LABEL | AT | 12 | 1 | 1 | | | | | | |
| LABEL | AT | 13 | 1 | 1 | | | | | | |
| LABEL | AT | 14 | 1 | 1 | | | | | | |
| LABEL | AT | 21 | 2 | 2 | FRINGE | | FRINGE | | | |
| LABEL | AT | 31 | 3 | 3 | RESID. | | RESIDENTIAL | | | |
| LABEL | AT | 32 | 3 | 3 | | | | | | |
| LABEL | AT | 33 | 3 | 3 | | | | | | |
| LABEL | AT | 34 | 3 | 3 | | | | | | |
| LABEL | AT | 41 | 4 | 4 | OBD | | OBD | | | |
| LABEL | AT | 42 | 4 | 4 | | | | | | |
| LABEL | AT | 43 | 4 | 4 | | | | | | |
| LABEL | AT | 44 | 4 | 4 | | | | | | |
| LABEL | AT | 51 | 5 | 5 | RURAL | | RURAL | | | |
| LABEL | AT | 52 | 5 | 5 | | | | | | |

FACILITY TYPES SELECTED:**FACILITY TYPES SKIPPED:**

| | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | | |

AREA TYPES SELECTED:

AREA TYPES SKIPPED:

| | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | |

| | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|---|---|
| ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | *** | * | * |
| * | * | * | * | * | * | * | * | * | * | * | * | * |
| * | * | **** | *** | * | **** | * | **** | * | * | * | * | * |
| * | * | * | * | * | * | * | * | * | * | * | * | * |
| **** | ***** | **** | **** | * | * | ***** | * | * | ***** | *** | * | * |

HEVAL MODULE (D5520931.DRIVER.SETUP.FORT(HEVAL))

A GENERAL PURPOSE HIGHWAY EVALUATION PROGRAM DESIGNED TO PROVIDE THE TRANSPORTATION PLANNER WITH A TOOL TO EVALUATE A HIGHWAY ASSIGNMENT. THE PROGRAM OPERATES IN TWO MODES. ONE MODE ALLOWS THE USER TO PRINT A VARIETY OF REPORTS DESIGNED TO ASSIST IN THE TASK OF MODEL VALIDATION. THIS MODE IS REFERRED TO INTERNALLY AS VALIDATION AND IS SET BY THE USER WITH A STATEMENT - "VALIDATE=T". THE OTHER MODE IS AS AN ASSIGNMENT ANALYSIS TOOL. THIS MODE IS GENERALLY USED FOR ASSIGNMENTS TO FUTURE YEAR NETWORKS. THIS MODE IS SET BY THE USER WITH A STATEMENT "ANALYSIS=T".

INPUT DATA FOR THIS RUN:

USES HRLDXY FILE AS DATA SOURCE
RATES=1979 UROAD AND CUTS RATES

OUTPUT DATA SETS FOR THIS RUN:

PRINTOUT ONLY

DATE AND TIME OF THIS RUN:

09DEC04 (DDMMYY) 10:09:14 (HH.MM.SS)

TYPE OF RUN:
ANALYSIS

```

***   ****   ****   *   *   *   *   ****   *****   *****   ***   *   *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*****   ***   ***   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   ****   ****   ***   *   *   *   *   *   *   *   *   *   *   *

```

FACILITY AND AREA TYPES AS DEFINED IN THE HNET MODULE:

FACILITY TYPE 1 - FREEWAYS
 FACILITY TYPE 2 - EXPRESSWAYS AND DIVIDED ARTERIALS
 FACILITY TYPE 3 - UNDIVIDED ARTERIALS
 FACILITY TYPE 4 - COLLECTORS
 FACILITY TYPE 5 - LOCALS (CENTROID CONNECTORS) - NOT INCLUDED
 FACILITY TYPE 6 - ONE WAYS
 FACILITY TYPE 8 - HOV LINKS
 FACILITY TYPE 9 - TOLL RAMPS

AREA TYPE 1 - CBD
 AREA TYPE 2 - FRINGE
 AREA TYPE 3 - RESIDENTIAL
 AREA TYPE 4 - OBD
 AREA TYPE 5 - RURAL

LANE VALUES REPORTED ARE TRUE LANE VALUES.

THE FOLLOWING RATES ARE USED IN THE VARIOUS CALCULATIONS:

ACCIDENT RATES: FREEWAYS - 1.060 PER MILLION VEHICLE MILES
 ARTERIALS - 5.830 PER MILLION VEHICLE MILES
 LOCALS - 8.630 PER MILLION VEHICLE MILES

INJURY RATES : FREEWAYS - 0.730 PER MILLION VEHICLE MILES
 ARTERIALS - 3.850 PER MILLION VEHICLE MILES
 LOCALS - 3.490 PER MILLION VEHICLE MILES

FATALITY RATES: FREEWAYS - 0.009 PER MILLION VEHICLE MILES
 ARTERIALS - 0.019 PER MILLION VEHICLE MILES
 LOCALS - 0.018 PER MILLION VEHICLE MILES

| | | | | | | | | | | | | | |
|-------|-------|-------|------|-----|---|---|-------|-------|-------|-------|-----|----|-----|
| *** | ***** | ***** | * | * | * | * | ***** | ***** | ***** | *** | * | * | *** |
| * | * | * | * | * | * | * | ** | ** | * | * | * | ** | * |
| ***** | *** | *** | * | * | * | * | ** | ** | * | * | * | ** | *** |
| * | * | * | * | * | * | * | * | * | * | * | * | ** | * |
| * | * | **** | **** | *** | * | * | * | * | * | ***** | *** | * | *** |

| CARBON MONOXIDE EMISSIONS (GRAMS PER VEHICLE MILE) | | | | | | | | | | | | | |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------|-------|-------|-------|-------|
| ³ SPEED | | ³ FT 1 | ³ FT 2 | ³ FT 3 | ³ FT 4 | ³ FT 5 | ³ FT 6 | ³ FT 7 | ³ | | | | |
| FT 8 | ³ FT 9 | | | | | | | | | | | | |
| 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 |
| 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 |
| 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 |
| 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 |
| 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 |
| 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 |
| 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 |
| 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 |
| 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 |
| 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 |

| HYDROCARBON EMISSIONS (GRAMS PER VEHICLE MILES) | | | | | | | | | | | | | |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------|------|------|------|------|
| ³ SPEED | | ³ FT 1 | ³ FT 2 | ³ FT 3 | ³ FT 4 | ³ FT 5 | ³ FT 6 | ³ FT 7 | ³ | | | | |
| FT 8 | ³ FT 9 | | | | | | | | | | | | |
| 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 |
| 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 |
| 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 |
| 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 |
| 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 |

| | | | | | | | | | | | |
|--------------|----|----|------|--------------|------|------|------|------|------|------|------|
| ³ | 40 | - | 45 | ³ | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| 1.05 | | | 1.05 | ³ | | | | | | | |
| ³ | 45 | - | 50 | ³ | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| 0.97 | | | 0.97 | ³ | | | | | | | |
| ³ | 50 | - | 55 | ³ | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| 0.95 | | | 0.95 | ³ | | | | | | | |
| ³ | 55 | - | 60 | ³ | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| 0.98 | | | 0.98 | ³ | | | | | | | |
| ³ | GE | 60 | | ³ | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 |
| 1.07 | | | 1.07 | ³ | | | | | | | |
| <hr/> | | | | | | | | | | | |
| <hr/> | | | | | | | | | | | |

| OXIDES OF NITROGEN EMISSIONS (GRAMS PER VEHICLE MILE) | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------|--------------|--------------|--------------|--------------|----|------|--------------|------|---|--------------|----|------|--------------|------|---|--------------|----|------|--------------|------|---|--------------|
| ³ | SPEED | ³ | FT | 1 | ³ | FT | 2 | ³ | FT | 3 | ³ | FT | 4 | ³ | FT | 5 | ³ | FT | 6 | ³ | FT | 7 | ³ |
| FT | 8 | ³ | FT | 9 | ³ | | | | | | | | | | | | | | | | | | |
| ³ | | ³ | | | ³ | | | | | | | | | | | | | | | | | | |
| ³ | | | | | | | | | | | | | | | | | | | | | | | |
| ³ | LT | 20 | ³ | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 |
| 1.99 | | | 1.99 | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | 20 | - | 25 | ³ | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 |
| 1.89 | | | 1.89 | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | 25 | - | 30 | ³ | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 |
| 1.88 | | | 1.88 | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | 30 | - | 35 | ³ | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 |
| 1.89 | | | 1.89 | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | 35 | - | 40 | ³ | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 |
| 1.91 | | | 1.91 | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | 40 | - | 45 | ³ | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 |
| 1.94 | | | 1.94 | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | 45 | - | 50 | ³ | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 |
| 1.99 | | | 1.99 | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | 50 | - | 55 | ³ | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 |
| 2.25 | | | 2.25 | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | 55 | - | 60 | ³ | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 |
| 2.56 | | | 2.56 | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | GE | 60 | ³ | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 |
| 2.92 | | | 2.92 | ³ | | | | | | | | | | | | | | | | | | | |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | |

```
***   ****   ****   *   *   *   ****   ****   ****   ***   *   *   ****
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
****   ***   ***   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   ****   ****   ***   *   *   *   *   *   *   *   *   *   *   *   *
```

FUEL USE (GALLONS PER MILE)

| | SPEED | FT 1 | FT 2 | FT 3 | FT 4 | FT 5 | FT 6 | FT 7 | |
|------|---------|------|------|------|------|------|------|------|------|
| FT 8 | FT 9 | | | | | | | | |
| 0.06 | LT 20 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 20 - 25 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 25 - 30 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 30 - 35 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 35 - 40 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 40 - 45 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 45 - 50 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 50 - 55 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 55 - 60 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 60 - 65 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | GE 65 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |

EVAL USES CONSTRUCTION CODES TO CALCULATE NEW AND IMPROVED LANE MILES AND CONSTRUCTION COSTS. THE CODE DEFINITIONS ARE:

CODE

- 1 - ADD 2 LANES, FT REMAINS SAME (ONE WAY - ADD 1 LANE)
- 2 - ADD 4 LANES, FT REMAINS SAME (ONE WAY - ADD 2 LANES)
- 3 - ADD 6 LANES, FT REMAINS SAME (ONE WAY - ADD 3 LANES)
- 4 - ADD 2 LANES, UPGRADE FT BY 1
- 5 - ADD 2 LANES, UPGRADE FT BY 2
- 6 - ADD 4 LANES, UPGRADE FT BY 1
- 7 - NEW CONSTRUCTION - 2 LANES (ONE WAY - 1 LANE)
- 8 - NEW CONSTRUCTION - 4 LANES (ONE WAY - 2 LANES)
- 9 - NEW CONSTRUCTION - 6 LANES (ONE WAY - 3 LANES)
- 0 - NO NEW CONSTRUCTION

CONSTRUCTION COST : THOUSAND DOLLARS PER MILE

| | | FT 8 | FT 9 | FT 1 | FT 2 | FT 3 | FT 4 | FT 5 | FT 6 | FT 7 | FT 8 | FT 9 |
|---------|---------|------|---------|---------|---------|---------|------|---------|---------|------|------|------|
| | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| | | CODE | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 1901.00 | 1901.00 | 1 | 1901.00 | 1478.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | | | |
| 2628.00 | 2628.00 | 2 | 2628.00 | 2464.00 | 2217.00 | 2217.00 | 0.00 | 2217.00 | 2217.00 | | | |
| 2713.00 | 2713.00 | 3 | 2713.00 | 2851.00 | 2534.00 | 2534.00 | 0.00 | 2534.00 | 2534.00 | | | |
| 0.00 | 0.00 | 4 | 0.00 | 1478.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | | | |
| 0.00 | 0.00 | 5 | 0.00 | 0.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | | | |
| 0.00 | 0.00 | 6 | 0.00 | 2464.00 | 2217.00 | 2217.00 | 0.00 | 2217.00 | 2217.00 | | | |
| 0.00 | 0.00 | 7 | 0.00 | 1267.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | | | |
| 2059.00 | 2059.00 | 8 | 2059.00 | 2112.00 | 1760.00 | 1760.00 | 0.00 | 1760.00 | 1760.00 | | | |
| 2628.00 | 2628.00 | 9 | 2628.00 | 2464.00 | 2218.00 | 2218.00 | 0.00 | 2218.00 | 2218.00 | | | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 6.14 | 1.68 | 86.42 | 55.62 | 2.03 | 151.89 |
| D. ART | 5.52 | 0.47 | 267.02 | 209.36 | 18.43 | 500.80 |
| U. ART | 7.51 | 0.20 | 161.27 | 57.14 | 63.64 | 289.76 |
| COLLCTR | 7.23 | 0.85 | 348.28 | 78.61 | 124.60 | 559.57 |
| 1 WAY | 16.01 | 1.18 | 21.10 | 32.06 | 0.00 | 70.35 |
| RAMP | 6.19 | 1.96 | 49.88 | 32.12 | 1.78 | 91.93 |
| HOV | 0.00 | 0.00 | 45.31 | 3.30 | 0.00 | 48.61 |
| TOLL | 0.00 | 0.00 | 107.37 | 4.37 | 25.42 | 137.16 |
| Totals | 48.60 | 6.34 | 1086.65 | 472.58 | 235.90 | 1850.07 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL LANE MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|---------|---------|--------|---------|
| FREEWAY | 22.26 | 5.63 | 298.51 | 201.67 | 10.40 | 538.47 |
| D. ART | 25.13 | 2.32 | 1182.71 | 1030.99 | 76.36 | 2317.51 |
| U. ART | 25.44 | 0.40 | 402.14 | 180.84 | 136.96 | 745.78 |
| COLLCTR | 16.75 | 1.70 | 849.86 | 211.34 | 264.38 | 1344.03 |
| 1 WAY | 42.73 | 2.55 | 50.45 | 82.05 | 0.00 | 177.78 |
| RAMP | 8.09 | 2.79 | 68.00 | 42.14 | 3.02 | 124.04 |
| HOV | 0.00 | 0.00 | 45.31 | 3.30 | 0.00 | 48.61 |
| TOLL | 0.00 | 0.00 | 267.92 | 7.74 | 81.04 | 356.70 |
| Totals | 140.40 | 15.39 | 3164.90 | 1760.07 | 572.16 | 5652.92 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL DIRECTIONAL SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 6.14 | 1.68 | 90.82 | 55.62 | 2.60 | 156.86 |
| D. ART | 11.04 | 0.94 | 534.04 | 418.72 | 36.86 | 1001.60 |
| U. ART | 14.98 | 0.40 | 322.54 | 114.28 | 127.28 | 579.48 |
| COLLCTR | 14.46 | 1.70 | 696.56 | 157.22 | 249.20 | 1119.14 |
| 1 WAY | 16.01 | 1.18 | 21.10 | 32.06 | 0.00 | 70.35 |
| RAMP | 6.19 | 1.96 | 51.58 | 32.38 | 1.78 | 93.89 |
| HOV | 0.00 | 0.00 | 45.31 | 3.30 | 0.00 | 48.61 |
| TOLL | 0.00 | 0.00 | 107.78 | 4.37 | 25.42 | 137.57 |
| Totals | 68.82 | 7.86 | 1869.73 | 817.95 | 443.14 | 3207.50 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: AVERAGE LINK LENGTH USING SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.17 | 0.14 | 0.33 | 0.31 | 0.34 | 0.31 |
| D. ART | 0.12 | 0.09 | 0.26 | 0.20 | 0.43 | 0.23 |
| U. ART | 0.09 | 0.10 | 0.27 | 0.20 | 0.68 | 0.27 |
| COLLCTR | 0.09 | 0.08 | 0.26 | 0.21 | 0.50 | 0.27 |
| 1 WAY | 0.06 | 0.07 | 0.22 | 0.23 | 0.00 | 0.14 |
| RAMP | 0.10 | 0.10 | 0.11 | 0.09 | 0.16 | 0.10 |
| HOV | 0.00 | 0.00 | 0.17 | 0.16 | 0.00 | 0.17 |
| TOLL | 0.00 | 0.00 | 0.26 | 0.15 | 0.58 | 0.29 |
| Totals | 0.08 | 0.10 | 0.24 | 0.20 | 0.53 | 0.23 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL VMT USING VOLUMES ON LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 424406 | 96813 | 5811787 | 4642745 | 192477 | 11168228 |
| D. ART | 223603 | 13240 | 9111050 | 9135247 | 384945 | 18868084 |
| U. ART | 152393 | 1536 | 2742368 | 1358686 | 526278 | 4781261 |
| COLLCTR | 75213 | 10188 | 3663919 | 1157393 | 354108 | 5260821 |
| 1 WAY | 202781 | 8345 | 265364 | 534156 | 0 | 1010646 |
| RAMP | 113124 | 41616 | 778330 | 548376 | 24803 | 1506249 |
| HOV | 0 | 0 | 549099 | 26747 | 0 | 575846 |
| TOLL | 0 | 0 | 2840499 | 114722 | 773279 | 3728500 |
| Totals | 1191519 | 171739 | 25762414 | 17518072 | 2255891 | 46899636 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL VMT USING CAPACITY

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 429973 | 108776 | 5567039 | 3782039 | 188443 | 10076271 |
| D. ART | 206887 | 20539 | 10391207 | 8824587 | 1044587 | 20487808 |
| U. ART | 186236 | 2574 | 2952623 | 1369907 | 1681244 | 6192583 |
| COLLCTR | 97266 | 9794 | 5029154 | 1278103 | 1667747 | 8082063 |
| 1 WAY | 310278 | 20472 | 402827 | 625736 | 0 | 1359313 |
| RAMP | 126469 | 42463 | 1025941 | 641030 | 37225 | 1873129 |
| HOV | 0 | 0 | 849563 | 61875 | 0 | 911438 |
| TOLL | 0 | 0 | 4942500 | 140186 | 1464505 | 6547191 |
| Totals | 1357109 | 204618 | 31160854 | 16723463 | 6083750 | 55529792 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: RATIO OF VOLUME OVER CAPACITY VMT

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.99 | 0.89 | 1.04 | 1.23 | 1.02 | 1.11 |
| D. ART | 1.08 | 0.64 | 0.88 | 1.04 | 0.37 | 0.92 |
| U. ART | 0.82 | 0.60 | 0.93 | 0.99 | 0.31 | 0.77 |
| COLLCTR | 0.77 | 1.04 | 0.73 | 0.91 | 0.21 | 0.65 |
| 1 WAY | 0.65 | 0.41 | 0.66 | 0.85 | 0.00 | 0.74 |
| RAMP | 0.89 | 0.98 | 0.76 | 0.86 | 0.67 | 0.80 |
| HOV | 0.00 | 0.00 | 0.65 | 0.43 | 0.00 | 0.63 |
| TOLL | 0.00 | 0.00 | 0.57 | 0.82 | 0.53 | 0.57 |
| Totals | 0.88 | 0.84 | 0.83 | 1.05 | 0.37 | 0.84 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL VHT USING VOLUMES ON LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|-------|---------|
| FREEWAY | 11544 | 2762 | 283069 | 199392 | 3442 | 500209 |
| D. ART | 15510 | 385 | 430533 | 506990 | 8370 | 961787 |
| U. ART | 10199 | 54 | 137132 | 78378 | 12459 | 238223 |
| COLLCTR | 4629 | 690 | 168223 | 67580 | 11381 | 252503 |
| 1 WAY | 15145 | 517 | 12000 | 27325 | 0 | 54988 |
| RAMP | 6664 | 2108 | 46097 | 32922 | 604 | 88394 |
| HOV | 0 | 0 | 18898 | 747 | 0 | 19645 |
| TOLL | 0 | 0 | 121075 | 3018 | 19317 | 143410 |
| Totals | 63690 | 6516 | 1217028 | 916352 | 55572 | 2259159 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL VHT USING CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 11209 | 2762 | 210538 | 145646 | 3346 | 373502 |
| D. ART | 13131 | 567 | 436848 | 437575 | 21380 | 909501 |
| U. ART | 11033 | 91 | 130840 | 66918 | 37669 | 246550 |
| COLLCTR | 5482 | 612 | 199264 | 60930 | 44401 | 310688 |
| 1 WAY | 21356 | 1034 | 16709 | 29889 | 0 | 68988 |
| RAMP | 6027 | 1797 | 44007 | 31121 | 785 | 83736 |
| HOV | 0 | 0 | 24834 | 1338 | 0 | 26172 |
| TOLL | 0 | 0 | 214022 | 4384 | 45319 | 263724 |
| Totals | 68237 | 6863 | 1277061 | 777800 | 152900 | 2282861 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: RATIO OF VOLUME OVER CAPACITY VHT

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 1.03 | 1.00 | 1.34 | 1.37 | 1.03 | 1.34 |
| D. ART | 1.18 | 0.68 | 0.99 | 1.16 | 0.39 | 1.06 |
| U. ART | 0.92 | 0.60 | 1.05 | 1.17 | 0.33 | 0.97 |
| COLLCTR | 0.84 | 1.13 | 0.84 | 1.11 | 0.26 | 0.81 |
| 1 WAY | 0.71 | 0.50 | 0.72 | 0.91 | 0.00 | 0.80 |
| RAMP | 1.11 | 1.17 | 1.05 | 1.06 | 0.77 | 1.06 |
| HOV | 0.00 | 0.00 | 0.76 | 0.56 | 0.00 | 0.75 |
| TOLL | 0.00 | 0.00 | 0.57 | 0.69 | 0.43 | 0.54 |
| Totals | 0.93 | 0.95 | 0.95 | 1.18 | 0.36 | 0.99 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL VOLUME ON ALL LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------|----------|----------|------------------|----------|
| FREEWAY | 2468649 | 711169 | 16832922 | 14889106 | 531189 | 35433036 |
| D. ART | 1978104 | 143316 | 35904968 | 46599652 | 920821 | 85546856 |
| U. ART | 1669382 | 15332 | 10775037 | 7441916 | 881933 | 20783600 |
| COLLCTR | 867510 | 123870 | 14926487 | 5688102 | 938402 | 22544370 |
| 1 WAY | 3373736 | 126704 | 1240082 | 2518167 | 0 | 7258689 |
| RAMP | 1161935 | 413299 | 6225081 | 5269919 | 149484 | 13219717 |
| HOV | 0 | 0 | 2503888 | 125856 | 0 | 2629744 |
| TOLL | 0 | 0 | 7965484 | 478829 | 1141177 | 9585489 |
| Totals | 11519317 | 1533689 | 96373944 | 83011552 | 4563005197001504 | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|------------------|----------|-------------------|---------|----------|
| FREEWAY | 2606966 | 772782 | 16469081 | 12091947 | 507346 | 32448122 |
| D. ART | 1851168 | 211696 | 40053528 | 43613272 | 2417772 | 88147440 |
| U. ART | 1998760 | 25740 | 11221003 | 7281271 | 2641444 | 23168218 |
| COLLCTR | 1114030 | 126742 | 19999434 | 6329168 | 3563296 | 31132670 |
| 1 WAY | 5078396 | 283316 | 1908720 | 2717067 | 0 | 9987499 |
| RAMP | 1340823 | 392122 | 8532851 | 6274813 | 209542 | 16750151 |
| HOV | 0 | 0 | 5043750 | 393750 | 0 | 5437500 |
| TOLL | 0 | 0 | 14660249 | 601145 | 2175430 | 17436824 |
| Totals | 13990143 | 1812398117888616 | 79302432 | 11514830224508416 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: RATIO OF VOLUME OVER CAPACITY

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.95 | 0.92 | 1.02 | 1.23 | 1.05 | 1.09 |
| D. ART | 1.07 | 0.68 | 0.90 | 1.07 | 0.38 | 0.97 |
| U. ART | 0.84 | 0.60 | 0.96 | 1.02 | 0.33 | 0.90 |
| COLLCTR | 0.78 | 0.98 | 0.75 | 0.90 | 0.26 | 0.72 |
| 1 WAY | 0.66 | 0.45 | 0.65 | 0.93 | 0.00 | 0.73 |
| RAMP | 0.87 | 1.05 | 0.73 | 0.84 | 0.71 | 0.79 |
| HOV | 0.00 | 0.00 | 0.50 | 0.32 | 0.00 | 0.48 |
| TOLL | 0.00 | 0.00 | 0.54 | 0.80 | 0.52 | 0.55 |
| Totals | 0.82 | 0.85 | 0.82 | 1.05 | 0.40 | 0.88 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL VOLUME ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------|----------|----------|------------------|----------|
| FREEWAY | 2468649 | 711169 | 16832922 | 14889106 | 531189 | 35433036 |
| D. ART | 1978104 | 143316 | 35904968 | 46599652 | 920821 | 85546856 |
| U. ART | 1669382 | 15332 | 10775037 | 7441916 | 881933 | 20783600 |
| COLLCTR | 867510 | 123870 | 14926487 | 5688102 | 938402 | 22544370 |
| 1 WAY | 3373736 | 126704 | 1240082 | 2518167 | 0 | 7258689 |
| RAMP | 1161935 | 413299 | 6225081 | 5269919 | 149484 | 13219717 |
| HOV | 0 | 0 | 2503888 | 125856 | 0 | 2629744 |
| TOLL | 0 | 0 | 7965484 | 478829 | 1141177 | 9585489 |
| Totals | 11519317 | 1533689 | 96373944 | 83011552 | 4563005197001504 | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: VOLUME PERCENTAGES ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 1.25 | 0.36 | 8.54 | 7.56 | 0.27 | 17.99 |
| D. ART | 1.00 | 0.07 | 18.23 | 23.65 | 0.47 | 43.42 |
| U. ART | 0.85 | 0.01 | 5.47 | 3.78 | 0.45 | 10.55 |
| COLLCTR | 0.44 | 0.06 | 7.58 | 2.89 | 0.48 | 11.44 |
| 1 WAY | 1.71 | 0.06 | 0.63 | 1.28 | 0.00 | 3.68 |
| RAMP | 0.59 | 0.21 | 3.16 | 2.68 | 0.08 | 6.71 |
| HOV | 0.00 | 0.00 | 1.27 | 0.06 | 0.00 | 1.33 |
| TOLL | 0.00 | 0.00 | 4.04 | 0.24 | 0.58 | 4.87 |
| Totals | 5.85 | 0.78 | 48.92 | 42.14 | 2.32 | 100.00 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: AVERAGE TOTAL VOLUMES ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 68574 | 59264 | 65244 | 82717 | 88532 | 72018 |
| D. ART | 42087 | 28663 | 34624 | 45242 | 21414 | 39568 |
| U. ART | 20113 | 7666 | 18109 | 25662 | 9382 | 19533 |
| COLLCTR | 10452 | 11261 | 11123 | 15209 | 3769 | 10949 |
| 1 WAY | 12976 | 7919 | 12918 | 18248 | 0 | 14233 |
| RAMP | 17876 | 20665 | 13958 | 15143 | 13589 | 14854 |
| HOV | 0 | 0 | 9308 | 5993 | 0 | 9068 |
| TOLL | 0 | 0 | 19619 | 16511 | 25936 | 20011 |
| Totals | 20068 | 23238 | 21662 | 34445 | 10208 | 24793 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: ORIGINAL SPEEDS (MPH)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 47.47 | 50.15 | 49.98 | 54.65 | 64.73 | 51.64 |
| D. ART | 30.95 | 40.29 | 34.38 | 35.53 | 49.10 | 35.20 |
| U. ART | 21.13 | 29.27 | 28.44 | 27.93 | 45.76 | 30.60 |
| COLLCTR | 20.68 | 21.70 | 29.60 | 28.03 | 38.84 | 30.80 |
| 1 WAY | 19.85 | 22.91 | 31.96 | 33.79 | 0.00 | 28.51 |
| RAMP | 39.51 | 36.64 | 36.14 | 34.27 | 51.59 | 35.88 |
| HOV | 0.00 | 0.00 | 57.40 | 62.66 | 0.00 | 57.73 |
| TOLL | 0.00 | 0.00 | 44.18 | 42.99 | 60.12 | 46.47 |
| Totals | 24.08 | 30.97 | 32.47 | 33.31 | 42.41 | 33.52 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: CONGESTED SPEEDS (MPH)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 39.19 | 35.24 | 25.48 | 25.14 | 56.32 | 26.02 |
| D. ART | 16.10 | 35.03 | 23.56 | 20.00 | 46.92 | 22.21 |
| U. ART | 16.24 | 28.24 | 21.90 | 19.51 | 44.32 | 23.75 |
| COLLCTR | 17.78 | 16.01 | 24.43 | 20.76 | 37.57 | 25.65 |
| 1 WAY | 14.74 | 17.35 | 24.07 | 21.27 | 0.00 | 19.88 |
| RAMP | 20.35 | 20.52 | 21.68 | 18.55 | 42.05 | 20.56 |
| HOV | 0.00 | 0.00 | 34.21 | 46.26 | 0.00 | 34.83 |
| TOLL | 0.00 | 0.00 | 19.13 | 25.52 | 43.82 | 21.61 |
| Totals | 17.34 | 21.93 | 23.48 | 20.41 | 40.43 | 23.76 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: PERCENT CHANGE IN SPEED

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|--------|--------|--------|--------|
| FREEWAY | -17.45 | -29.72 | -49.02 | -54.01 | -13.00 | -49.60 |
| D. ART | -47.98 | -13.04 | -31.48 | -43.71 | -4.45 | -36.92 |
| U. ART | -23.14 | -3.53 | -23.01 | -30.17 | -3.16 | -22.38 |
| COLLCTR | -14.00 | -26.22 | -17.47 | -25.93 | -3.28 | -16.74 |
| 1 WAY | -25.74 | -24.26 | -24.70 | -37.04 | 0.00 | -30.27 |
| RAMP | -48.49 | -43.98 | -40.01 | -45.87 | -18.50 | -42.69 |
| HOV | 0.00 | 0.00 | -40.41 | -26.17 | 0.00 | -39.68 |
| TOLL | 0.00 | 0.00 | -56.70 | -40.64 | -27.11 | -53.50 |
| Totals | -27.99 | -29.16 | -27.71 | -38.74 | -4.68 | -29.13 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL VMT USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 424406 | 96813 | 5811787 | 4642745 | 192477 | 11168228 |
| D. ART | 223603 | 13240 | 9111050 | 9135247 | 384945 | 18868084 |
| U. ART | 152393 | 1536 | 2742368 | 1358686 | 526278 | 4781261 |
| COLLCTR | 75213 | 10188 | 3663919 | 1157393 | 354108 | 5260821 |
| 1 WAY | 202781 | 8345 | 265364 | 534156 | 0 | 1010646 |
| RAMP | 113124 | 41616 | 778330 | 548376 | 24803 | 1506249 |
| HOV | 0 | 0 | 549099 | 26747 | 0 | 575846 |
| TOLL | 0 | 0 | 2752673 | 114703 | 758216 | 3625593 |
| Totals | 1191519 | 171739 | 25674588 | 17518054 | 2240828 | 46796728 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL VHT (FREE-FLOW TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 8941 | 1929 | 116282 | 84870 | 2974 | 214996 |
| D. ART | 7220 | 330 | 265945 | 257587 | 7771 | 538852 |
| U. ART | 7082 | 52 | 95634 | 48142 | 11650 | 162560 |
| COLLCTR | 3621 | 470 | 120204 | 39955 | 9170 | 173420 |
| 1 WAY | 10222 | 358 | 8531 | 15892 | 0 | 35002 |
| RAMP | 2832 | 1107 | 19847 | 14967 | 484 | 39237 |
| HOV | 0 | 0 | 9478 | 426 | 0 | 9904 |
| TOLL | 0 | 0 | 61563 | 2486 | 12433 | 76482 |
| Totals | 39918 | 4246 | 697483 | 464324 | 44482 | 1250452 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL VHT (CONGESTED TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|-------|---------|
| FREEWAY | 11544 | 2762 | 283069 | 199392 | 3442 | 500209 |
| D. ART | 15510 | 385 | 430533 | 506990 | 8370 | 961787 |
| U. ART | 10199 | 54 | 137132 | 78378 | 12459 | 238223 |
| COLLCTR | 4629 | 690 | 168223 | 67580 | 11381 | 252503 |
| 1 WAY | 15145 | 517 | 12000 | 27325 | 0 | 54988 |
| RAMP | 6664 | 2108 | 46097 | 32922 | 604 | 88394 |
| HOV | 0 | 0 | 18898 | 747 | 0 | 19645 |
| TOLL | 0 | 0 | 121075 | 3018 | 19317 | 143410 |
| Totals | 63690 | 6516 | 1217028 | 916352 | 55572 | 2259159 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: SPEEDS (FREE-FLOW TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 47.47 | 50.18 | 49.98 | 54.70 | 64.72 | 51.95 |
| D. ART | 30.97 | 40.16 | 34.26 | 35.46 | 49.54 | 35.02 |
| U. ART | 21.52 | 29.27 | 28.68 | 28.22 | 45.18 | 29.41 |
| COLLCTR | 20.77 | 21.66 | 30.48 | 28.97 | 38.62 | 30.34 |
| 1 WAY | 19.84 | 23.33 | 31.10 | 33.61 | 0.00 | 28.87 |
| RAMP | 39.94 | 37.61 | 39.22 | 36.64 | 51.23 | 38.39 |
| HOV | 0.00 | 0.00 | 57.94 | 62.77 | 0.00 | 58.14 |
| TOLL | 0.00 | 0.00 | 44.71 | 46.14 | 60.99 | 47.40 |
| Totals | 29.85 | 40.45 | 36.81 | 37.73 | 50.38 | 37.42 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: SPEEDS (CONGESTED TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 36.76 | 35.05 | 20.53 | 23.28 | 55.92 | 22.33 |
| D. ART | 14.42 | 34.43 | 21.16 | 18.02 | 45.99 | 19.62 |
| U. ART | 14.94 | 28.20 | 20.00 | 17.33 | 42.24 | 20.07 |
| COLLCTR | 16.25 | 14.76 | 21.78 | 17.13 | 31.12 | 20.83 |
| 1 WAY | 13.39 | 16.14 | 22.11 | 19.55 | 0.00 | 18.38 |
| RAMP | 16.98 | 19.74 | 16.88 | 16.66 | 41.10 | 17.04 |
| HOV | 0.00 | 0.00 | 29.06 | 35.80 | 0.00 | 29.31 |
| TOLL | 0.00 | 0.00 | 22.74 | 38.01 | 39.25 | 25.28 |
| Totals | 18.71 | 26.35 | 21.10 | 19.12 | 40.32 | 20.71 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: PERCENT CHANGE IN SPEED USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|--------|--------|--------|--------|
| FREEWAY | -22.55 | -30.15 | -58.92 | -57.44 | -13.60 | -57.02 |
| D. ART | -53.45 | -14.26 | -38.23 | -49.19 | -7.15 | -43.97 |
| U. ART | -30.56 | -3.63 | -30.26 | -38.58 | -6.50 | -31.76 |
| COLLCTR | -21.77 | -31.86 | -28.55 | -40.88 | -19.42 | -31.32 |
| 1 WAY | -32.51 | -30.82 | -28.91 | -41.84 | 0.00 | -36.35 |
| RAMP | -57.50 | -47.51 | -56.95 | -54.54 | -19.78 | -55.61 |
| HOV | 0.00 | 0.00 | -49.85 | -42.96 | 0.00 | -49.59 |
| TOLL | 0.00 | 0.00 | -49.15 | -17.62 | -35.64 | -46.67 |
| Totals | -37.32 | -34.84 | -42.69 | -49.33 | -19.96 | -44.65 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL ACCIDENT OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 0.45 | 0.10 | 6.16 | 4.92 | 0.20 | 11.84 |
| D. ART | 1.30 | 0.08 | 53.12 | 53.26 | 2.24 | 110.00 |
| U. ART | 0.87 | 0.01 | 15.74 | 7.80 | 3.02 | 27.44 |
| COLLCTR | 0.40 | 0.05 | 19.38 | 6.12 | 1.87 | 27.83 |
| 1 WAY | 1.16 | 0.05 | 1.52 | 3.07 | 0.00 | 5.80 |
| RAMP | 0.65 | 0.24 | 4.47 | 3.15 | 0.14 | 8.65 |
| HOV | 0.00 | 0.00 | 0.58 | 0.03 | 0.00 | 0.61 |
| TOLL | 0.00 | 0.00 | 3.01 | 0.12 | 0.82 | 3.95 |
| Totals | 4.84 | 0.53 | 103.98 | 78.46 | 8.30 | 196.12 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL INJURY OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 0.31 | 0.07 | 4.24 | 3.39 | 0.14 | 8.15 |
| D. ART | 0.86 | 0.05 | 35.08 | 35.17 | 1.48 | 72.64 |
| U. ART | 0.54 | 0.01 | 9.65 | 4.78 | 1.85 | 16.83 |
| COLLCTR | 0.23 | 0.03 | 11.43 | 3.61 | 1.10 | 16.41 |
| 1 WAY | 0.71 | 0.03 | 0.93 | 1.88 | 0.00 | 3.56 |
| RAMP | 0.40 | 0.15 | 2.74 | 1.93 | 0.09 | 5.30 |
| HOV | 0.00 | 0.00 | 0.40 | 0.02 | 0.00 | 0.42 |
| TOLL | 0.00 | 0.00 | 2.07 | 0.08 | 0.56 | 2.72 |
| Totals | 3.05 | 0.33 | 66.55 | 50.87 | 5.23 | 126.04 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL FATALITY OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.00 | 0.00 | 0.05 | 0.04 | 0.00 | 0.10 |
| D. ART | 0.00 | 0.00 | 0.17 | 0.17 | 0.01 | 0.36 |
| U. ART | 0.00 | 0.00 | 0.05 | 0.03 | 0.01 | 0.09 |
| COLLCTR | 0.00 | 0.00 | 0.06 | 0.02 | 0.01 | 0.09 |
| 1 WAY | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.02 |
| RAMP | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.03 |
| HOV | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 |
| TOLL | 0.00 | 0.00 | 0.03 | 0.00 | 0.01 | 0.03 |
| Totals | 0.02 | 0.00 | 0.39 | 0.28 | 0.03 | 0.73 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL EMISSIONS OF CARBON MONOXIDE (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 6525 | 1469 | 109192 | 95754 | 2550 | 215490 |
| D. ART | 7607 | 214 | 241178 | 268210 | 4720 | 521929 |
| U. ART | 5434 | 33 | 79126 | 41156 | 6737 | 132485 |
| COLLCTR | 2665 | 374 | 95774 | 34342 | 5816 | 138971 |
| 1 WAY | 7503 | 256 | 7009 | 15130 | 0 | 29897 |
| RAMP | 3047 | 1041 | 20035 | 15492 | 423 | 40038 |
| HOV | 0 | 0 | 10619 | 546 | 0 | 11165 |
| TOLL | 0 | 0 | 44469 | 1629 | 13467 | 59565 |
| Totals | 32781 | 3386 | 607402 | 472259 | 33714 | 1149541 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL EMISSIONS OF HYDROCARBONS (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|-------|
| FREEWAY | 502 | 115 | 7849 | 6670 | 192 | 15327 |
| D. ART | 468 | 16 | 15561 | 16949 | 396 | 33391 |
| U. ART | 332 | 2 | 5001 | 2575 | 560 | 8471 |
| COLLCTR | 163 | 23 | 6189 | 2158 | 438 | 8971 |
| 1 WAY | 458 | 16 | 454 | 968 | 0 | 1895 |
| RAMP | 198 | 68 | 1314 | 990 | 29 | 2600 |
| HOV | 0 | 0 | 746 | 35 | 0 | 782 |
| TOLL | 0 | 0 | 3423 | 129 | 844 | 4397 |
| Totals | 2121 | 240 | 40538 | 30474 | 2458 | 75832 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL EMISSIONS OF OXIDES OF NITROGEN (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|-------|
| FREEWAY | 818 | 197 | 11342 | 9047 | 486 | 21890 |
| D. ART | 438 | 25 | 17432 | 17631 | 831 | 36357 |
| U. ART | 300 | 3 | 5270 | 2620 | 1042 | 9235 |
| COLLCTR | 148 | 20 | 6997 | 2229 | 674 | 10068 |
| 1 WAY | 402 | 16 | 510 | 1033 | 0 | 1961 |
| RAMP | 223 | 79 | 1513 | 1065 | 60 | 2940 |
| HOV | 0 | 0 | 1121 | 63 | 0 | 1183 |
| TOLL | 0 | 0 | 5542 | 226 | 2221 | 7988 |
| Totals | 2329 | 341 | 49726 | 33913 | 5314 | 91623 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL FUEL USE (GALS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|---------|--------|---------|
| FREEWAY | 26559 | 6059 | 363702 | 290543 | 12045 | 698908 |
| D. ART | 13993 | 829 | 570169 | 571684 | 24090 | 1180765 |
| U. ART | 9537 | 96 | 171617 | 85027 | 32935 | 299211 |
| COLLCTR | 4707 | 638 | 229288 | 72430 | 22160 | 329222 |
| 1 WAY | 12690 | 522 | 16606 | 33427 | 0 | 63246 |
| RAMP | 7079 | 2604 | 48708 | 34317 | 1552 | 94261 |
| HOV | 0 | 0 | 34363 | 1674 | 0 | 36036 |
| TOLL | 0 | 0 | 177758 | 7179 | 48392 | 233329 |
| Totals | 74565 | 10747 | 1612211 | 1096281 | 141174 | 2934979 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL NEW LANE MILEAGE

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|--------|-----|--------|--------|-----|-------|-------|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL CONSTRUCTION COST (\$X 1000)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|--------|-----|--------|--------|-----|-------|-------|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- REPORT: TOTAL DELAY DUE TO CONGESTION (VEH-HRS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------------------------|--------|------------------|-------|-------|
| FREEWAY | 2603.41 | 832.86166786.81114521.83 | | 468.27285213.19 | | |
| D. ART | 8289.83 | 54.82164588.33249402.95 | | 598.51422934.44 | | |
| U. ART | 3116.70 | 1.98 41498.56 30236.57 | | 809.77 75663.58 | | |
| COLLCTR | 1007.89 | 219.99 48019.59 27624.98 | | 2210.37 79082.81 | | |
| 1 WAY | 4922.85 | 159.39 3469.09 11433.95 | | 0.00 19985.28 | | |
| RAMP | 3831.56 | 1001.47 26250.22 17955.03 | | 119.39 49157.67 | | |
| HOV | 0.00 | 0.00 9420.21 320.91 | | 0.00 9741.12 | | |
| TOLL | 0.00 | 0.00 59512.13 531.70 | | 6884.43 66928.27 | | |
| Totals | 23772.24 | 2270.51519544.94452027.91 | | 11090.74***** | | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) : MILES OF ROADWAY AT EACH LEVEL OF SERVICE

| | LEVEL OF SERVICE | | | | | | |
|---------|------------------|--------|--------|--------|--------|--------|---------|
| | A | B | C | D | E | F | TOTAL |
| FREEWAY | 26.18 | 10.33 | 20.88 | 31.95 | 30.38 | 32.17 | 151.89 |
| D. ART | 140.59 | 97.34 | 102.16 | 70.13 | 41.19 | 49.39 | 500.80 |
| U. ART | 141.61 | 38.00 | 20.51 | 23.46 | 22.83 | 43.34 | 289.76 |
| COLLCTR | 345.57 | 52.35 | 46.11 | 38.29 | 27.14 | 50.10 | 559.57 |
| 1 WAY | 41.32 | 11.22 | 9.82 | 3.28 | 2.11 | 2.60 | 70.35 |
| RAMP | 48.09 | 8.52 | 7.85 | 8.23 | 7.18 | 12.07 | 91.93 |
| HOV | 29.53 | 13.48 | 5.34 | 0.26 | 0.00 | 0.00 | 48.61 |
| TOLL | 115.91 | 5.69 | 4.59 | 4.82 | 2.46 | 3.69 | 137.16 |
| Total | 888.80 | 236.94 | 217.25 | 180.43 | 133.29 | 193.36 | 1850.07 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) : PERCENT OF MILEAGE AT EACH LEVEL OF SERVICE

| | LEVEL OF SERVICE | | | | | | |
|---------|------------------|-------|-------|------|------|-------|--------|
| | A | B | C | D | E | F | TOTAL |
| FREEWAY | 1.42 | 0.56 | 1.13 | 1.73 | 1.64 | 1.74 | 8.21 |
| D. ART | 7.60 | 5.26 | 5.52 | 3.79 | 2.23 | 2.67 | 27.07 |
| U. ART | 7.65 | 2.05 | 1.11 | 1.27 | 1.23 | 2.34 | 15.66 |
| COLLCTR | 18.68 | 2.83 | 2.49 | 2.07 | 1.47 | 2.71 | 30.25 |
| 1 WAY | 2.23 | 0.61 | 0.53 | 0.18 | 0.11 | 0.14 | 3.80 |
| RAMP | 2.60 | 0.46 | 0.42 | 0.44 | 0.39 | 0.65 | 4.97 |
| HOV | 1.60 | 0.73 | 0.29 | 0.01 | 0.00 | 0.00 | 2.63 |
| TOLL | 6.27 | 0.31 | 0.25 | 0.26 | 0.13 | 0.20 | 7.41 |
| Total | 48.04 | 12.81 | 11.74 | 9.75 | 7.20 | 10.45 | 100.00 |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 1 | 2161 | 2516 | 28386. | 36218. | 0.78 | 23 | 31 |
| 1 | 2429 | 2431 | 14397. | 54359. | 0.26 | 92 | 51 |
| 1 | 2504 | 8497 | 10318. | 12870. | 0.80 | 37 | 31 |
| 1 | 2506 | 2507 | 23792. | 34348. | 0.69 | 24 | 31 |
| 1 | 2509 | 2510 | 56871. | 51978. | 1.09 | 24 | 31 |
| 1 | 2520 | 8494 | 50389. | 51978. | 0.97 | 24 | 31 |
| 1 | 2521 | 8494 | 53207. | 51978. | 1.02 | 24 | 31 |
| 1 | 2523 | 2524 | 8658. | 11522. | 0.75 | 45 | 31 |
| 1 | 2525 | 2526 | 22006. | 24914. | 0.88 | 44 | 31 |
| 1 | 2529 | 2580 | 6485. | 11522. | 0.56 | 45 | 31 |
| 1 | 2531 | 7437 | 11000. | 9218. | 1.19 | 47 | 31 |
| 1 | 2533 | 2592 | 13789. | 13740. | 1.00 | 36 | 31 |
| 1 | 2536 | 7793 | 49953. | 51978. | 0.96 | 24 | 42 |
| 1 | 2541 | 8775 | 79961. | 72478. | 1.10 | 12 | 51 |
| 1 | 2547 | 2712 | 20365. | 18044. | 1.13 | 23 | 31 |
| 1 | 2603 | 2604 | 20674. | 63392. | 0.33 | 21 | 51 |
| 1 | 2612 | 8780 | 17405. | 54359. | 0.32 | 92 | 51 |
| 1 | 2685 | 3316 | 51864. | 54326. | 0.95 | 23 | 31 |
| 1 | 3317 | 8497 | 10346. | 12870. | 0.80 | 37 | 31 |
| 1 | 3856 | 4985 | 115420. | 55989. | 2.06 | 12 | 31 |
| 1 | 4258 | 2541 | 79998. | 72478. | 1.10 | 12 | 51 |
| 1 | 4970 | 4975 | 0. | 18750. | 0.00 | 88 | 31 |
| 1 | 4995 | 3858 | 115421. | 55989. | 2.06 | 12 | 31 |
| 1 | 4998 | 5001 | 0. | 18750. | 0.00 | 87 | 31 |
| 1 | 5175 | 7750 | 30157. | 55989. | 0.54 | 92 | 31 |
| 1 | 5195 | 6887 | 33231. | 55989. | 0.59 | 92 | 31 |
| 1 | 8775 | 2430 | 79961. | 72478. | 1.10 | 12 | 51 |
| 1 | 8780 | 2500 | 17405. | 54359. | 0.32 | 92 | 51 |
| 1 | TOTALS | | 1021463. | 1152863. | 0.89 | SCREEN LINE 1 | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 2 | 2170 | 6508 | 23930. | 34348. | 0.70 | 24 | 31 |
| 2 | 2427 | 2426 | 26693. | 54359. | 0.49 | 92 | 51 |
| 2 | 2458 | 9679 | 42569. | 55989. | 0.76 | 92 | 31 |
| 2 | 2491 | 5979 | 9075. | 9218. | 0.98 | 47 | 31 |
| 2 | 2859 | 2717 | 33760. | 54359. | 0.62 | 92 | 51 |
| 2 | 2971 | 4481 | 50787. | 48260. | 1.05 | 24 | 51 |
| 2 | 3175 | 3658 | 11715. | 11522. | 1.02 | 45 | 31 |
| 2 | 3574 | 7266 | 10787. | 12108. | 0.89 | 44 | 31 |
| 2 | 3781 | 5727 | 6096. | 12870. | 0.47 | 37 | 31 |
| 2 | 3788 | 5881 | 9872. | 11522. | 0.86 | 45 | 31 |
| 2 | 4053 | 4054 | 49575. | 55989. | 0.89 | 12 | 31 |
| 2 | 4056 | 4052 | 51697. | 55989. | 0.92 | 12 | 31 |
| 2 | 4250 | 7275 | 31881. | 36218. | 0.88 | 23 | 44 |
| 2 | 4273 | 4275 | 49341. | 51978. | 0.95 | 24 | 41 |
| 2 | 4620 | 7269 | 37809. | 51978. | 0.73 | 24 | 31 |
| 2 | 4754 | 7810 | 10393. | 24914. | 0.42 | 44 | 41 |
| 2 | 5082 | 5084 | 41610. | 50544. | 0.82 | 25 | 31 |
| 2 | 5083 | 7316 | 24732. | 12108. | 2.04 | 44 | 31 |
| 2 | 5349 | 5352 | 32048. | 51978. | 0.62 | 24 | 31 |
| 2 | 5582 | 7327 | 28660. | 34348. | 0.83 | 24 | 31 |
| 2 | 5726 | 5728 | 43400. | 50544. | 0.86 | 25 | 42 |
| 2 | 5879 | 5883 | 31691. | 34348. | 0.92 | 24 | 31 |
| 2 | 5976 | 5981 | 38808. | 34348. | 1.13 | 24 | 42 |
| 2 | 6074 | 6076 | 54494. | 51978. | 1.05 | 24 | 31 |
| 2 | 6153 | 6156 | 63420. | 51978. | 1.22 | 24 | 31 |
| 2 | 6199 | 7345 | 18978. | 11522. | 1.65 | 45 | 31 |
| 2 | 6251 | 8516 | 42334. | 74478. | 0.57 | 92 | 31 |
| 2 | 6252 | 7974 | 14619. | 9218. | 1.59 | 46 | 41 |
| 2 | 6253 | 6254 | 4232. | 9218. | 0.46 | 46 | 31 |
| 2 | 6307 | 6308 | 28986. | 34348. | 0.84 | 24 | 31 |
| 2 | 6337 | 6342 | 12501. | 16086. | 0.78 | 33 | 31 |
| 2 | 6384 | 6387 | 27665. | 34348. | 0.81 | 24 | 41 |
| 2 | 6452 | 6458 | 10892. | 34348. | 0.32 | 24 | 41 |
| 2 | 6456 | 7512 | 14221. | 12870. | 1.10 | 37 | 31 |
| 2 | 6556 | 6558 | 5820. | 12500. | 0.47 | 43 | 51 |
| 2 | 6607 | 6608 | 2433. | 25000. | 0.10 | 43 | 51 |
| 2 | 7808 | 7890 | 5712. | 24914. | 0.23 | 44 | 41 |
| 2 | 8516 | 9753 | 42334. | 74478. | 0.57 | 92 | 31 |
| 2 | 8517 | 9754 | 42569. | 74478. | 0.57 | 12 | 31 |
| 2 | 9678 | 2456 | 42334. | 55989. | 0.76 | 92 | 31 |
| 2 | 9679 | 8517 | 42569. | 74478. | 0.57 | 12 | 31 |
| 2 | 9753 | 9678 | 42334. | 74478. | 0.57 | 92 | 31 |
| 2 | 9754 | 8194 | 42569. | 74478. | 0.57 | 12 | 31 |
| 2 | TOTALS | | 1257943. | 1681024. | 0.75 | SCREEN LINE 2 | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 3 | 2134 | 2139 | 21165. | 22761. | 0.93 | 64 | 43 |
| 3 | 2138 | 2133 | 21358. | 22761. | 0.94 | 64 | 43 |
| 3 | 2405 | 4249 | 24423. | 54359. | 0.45 | 92 | 51 |
| 3 | 2715 | 3138 | 29861. | 34348. | 0.87 | 24 | 31 |
| 3 | 2715 | 3139 | 28251. | 34348. | 0.82 | 24 | 44 |
| 3 | 2970 | 6069 | 25655. | 34348. | 0.75 | 24 | 31 |
| 3 | 2972 | 4277 | 12650. | 12500. | 1.01 | 43 | 51 |
| 3 | 2973 | 7381 | 17171. | 11522. | 1.49 | 45 | 31 |
| 3 | 2976 | 8381 | 9184. | 9218. | 1.00 | 46 | 31 |
| 3 | 2984 | 7825 | 19508. | 25782. | 0.76 | 37 | 31 |
| 3 | 2991 | 2992 | 9310. | 16086. | 0.58 | 33 | 31 |
| 3 | 2994 | 2997 | 30695. | 34348. | 0.89 | 24 | 31 |
| 3 | 3000 | 3651 | 16018. | 16086. | 1.00 | 33 | 31 |
| 3 | 3007 | 7593 | 38643. | 34348. | 1.13 | 24 | 41 |
| 3 | 3099 | 7825 | 22474. | 25782. | 0.87 | 37 | 31 |
| 3 | 3137 | 3138 | 28681. | 51978. | 0.55 | 24 | 41 |
| 3 | 3142 | 3143 | 35865. | 34348. | 1.04 | 24 | 41 |
| 3 | 3146 | 3147 | 49321. | 51978. | 0.95 | 24 | 41 |
| 3 | 3150 | 3628 | 33508. | 34348. | 0.98 | 24 | 31 |
| 3 | 3156 | 3157 | 15569. | 15326. | 1.02 | 42 | 31 |
| 3 | 3160 | 3161 | 6621. | 11522. | 0.57 | 45 | 31 |
| 3 | 3166 | 7404 | 41223. | 51978. | 0.79 | 24 | 31 |
| 3 | 3173 | 3174 | 11865. | 11522. | 1.03 | 45 | 31 |
| 3 | 3181 | 3182 | 8282. | 12870. | 0.64 | 37 | 31 |
| 3 | 3187 | 3297 | 17688. | 25782. | 0.69 | 37 | 31 |
| 3 | 3206 | 8097 | 14166. | 17174. | 0.82 | 32 | 41 |
| 3 | 3209 | 8096 | 32581. | 34348. | 0.95 | 24 | 41 |
| 3 | 3302 | 3303 | 40733. | 34348. | 1.19 | 24 | 31 |
| 3 | 3307 | 7414 | 2527. | 9218. | 0.27 | 46 | 31 |
| 3 | 3721 | 4277 | 44637. | 54326. | 0.82 | 23 | 41 |
| 3 | 3884 | 3889 | 92179. | 74478. | 1.24 | 12 | 31 |
| 3 | 3885 | 3883 | 92969. | 74478. | 1.25 | 12 | 31 |
| 3 | 4223 | 4220 | 95041. | 93098. | 1.02 | 12 | 41 |
| 3 | 4225 | 4219 | 94950. | 74478. | 1.27 | 12 | 41 |
| 3 | 4244 | 3205 | 33340. | 54359. | 0.61 | 92 | 51 |
| 3 | 4785 | 4793 | 15839. | 18750. | 0.84 | 88 | 31 |
| 3 | 4787 | 4780 | 16626. | 18750. | 0.89 | 87 | 31 |
| 3 | TOTALS | | 1150579. | 1248054. | 0.92 | SCREEN LINE 3 | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 4 | 2045 | 2040 | 72593. | 55989. | 1.30 | 12 | 31 |
| 4 | 2500 | 4329 | 17405. | 55989. | 0.31 | 92 | 31 |
| 4 | 2621 | 7439 | 29588. | 34348. | 0.86 | 24 | 31 |
| 4 | 2695 | 2429 | 14397. | 55989. | 0.26 | 92 | 31 |
| 4 | 2729 | 2732 | 17226. | 24914. | 0.69 | 44 | 31 |
| 4 | 2736 | 2737 | 70068. | 55989. | 1.25 | 12 | 31 |
| 4 | 2874 | 4235 | 27669. | 32956. | 0.84 | 41 | 31 |
| 4 | 2991 | 2994 | 12551. | 13740. | 0.91 | 36 | 31 |
| 4 | 3109 | 4221 | 44534. | 34348. | 1.30 | 24 | 41 |
| 4 | 3232 | 3234 | 54017. | 50544. | 1.07 | 25 | 41 |
| 4 | 3255 | 8505 | 18408. | 12870. | 1.43 | 37 | 31 |
| 4 | 3421 | 4206 | 66045. | 51978. | 1.27 | 24 | 41 |
| 4 | 3423 | 4197 | 58595. | 51978. | 1.13 | 24 | 44 |
| 4 | 3592 | 3594 | 38478. | 24914. | 1.54 | 44 | 44 |
| 4 | 3763 | 8505 | 18333. | 12870. | 1.42 | 37 | 31 |
| 4 | 4134 | 5996 | 39348. | 34348. | 1.15 | 24 | 31 |
| 4 | 4146 | 4163 | 42190. | 37500. | 1.13 | 12 | 31 |
| 4 | 4162 | 4144 | 38842. | 37500. | 1.04 | 12 | 31 |
| 4 | 4200 | 7656 | 18143. | 12870. | 1.41 | 37 | 44 |
| 4 | 4429 | 4773 | 43899. | 34348. | 1.28 | 24 | 44 |
| 4 | 4636 | 4637 | 58291. | 51978. | 1.12 | 24 | 44 |
| 4 | 4637 | 7875 | 70143. | 51978. | 1.35 | 24 | 41 |
| 4 | 4777 | 4783 | 12598. | 11522. | 1.09 | 45 | 41 |
| 4 | 4926 | 4928 | 23031. | 17174. | 1.34 | 32 | 41 |
| 4 | 4927 | 2291 | 96699. | 55989. | 1.73 | 12 | 41 |
| 4 | 5103 | 5104 | 60267. | 51978. | 1.16 | 24 | 41 |
| 4 | 5367 | 7385 | 51772. | 34348. | 1.51 | 24 | 41 |
| 4 | 5606 | 7390 | 43197. | 33392. | 1.29 | 25 | 41 |
| 4 | 5750 | 5751 | 64857. | 50544. | 1.28 | 25 | 41 |
| 4 | 5906 | 5908 | 44090. | 34348. | 1.28 | 24 | 31 |
| 4 | 6100 | 6101 | 34616. | 50544. | 0.68 | 25 | 41 |
| 4 | 7300 | 8071 | 36721. | 34348. | 1.07 | 24 | 41 |
| 4 | 8391 | 8392 | 6432. | 16086. | 0.40 | 41 | 41 |
| 4 | TOTALS | | 1345045. | 1220211. | 1.10 | SCREEN LINE 4 | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 5 | 2097 | 2103 | 13509. | 22761. | 0.59 | 64 | 43 |
| 5 | 2102 | 2097 | 13757. | 22761. | 0.60 | 64 | 43 |
| 5 | 2725 | 2730 | 9093. | 11522. | 0.79 | 45 | 44 |
| 5 | 3428 | 3429 | 41375. | 51978. | 0.80 | 24 | 44 |
| 5 | 3437 | 3439 | 23335. | 12870. | 1.81 | 37 | 44 |
| 5 | 3446 | 3447 | 18080. | 24914. | 0.73 | 44 | 41 |
| 5 | 3456 | 3457 | 37529. | 34348. | 1.09 | 24 | 41 |
| 5 | 3463 | 3464 | 15694. | 22761. | 0.69 | 64 | 41 |
| 5 | 3467 | 3466 | 10616. | 22761. | 0.47 | 64 | 41 |
| 5 | 3471 | 3472 | 16368. | 25782. | 0.63 | 37 | 41 |
| 5 | 3477 | 3478 | 40287. | 34348. | 1.17 | 24 | 31 |
| 5 | 3488 | 3489 | 32763. | 34348. | 0.95 | 24 | 41 |
| 5 | 3497 | 3498 | 31508. | 34348. | 0.92 | 24 | 41 |
| 5 | 3504 | 3506 | 41453. | 51978. | 0.80 | 24 | 31 |
| 5 | 3511 | 3512 | 27403. | 34348. | 0.80 | 24 | 31 |
| 5 | 3518 | 3519 | 21883. | 32956. | 0.66 | 41 | 31 |
| 5 | 3527 | 3528 | 33258. | 33392. | 1.00 | 25 | 41 |
| 5 | 3538 | 3539 | 7458. | 11522. | 0.65 | 45 | 31 |
| 5 | 3544 | 3546 | 33515. | 34348. | 0.98 | 24 | 31 |
| 5 | 3552 | 3553 | 26431. | 31696. | 0.83 | 34 | 41 |
| 5 | 3563 | 3564 | 44919. | 34348. | 1.31 | 24 | 41 |
| 5 | 3900 | 3907 | 97954. | 74478. | 1.32 | 12 | 31 |
| 5 | 3902 | 3897 | 97121. | 74478. | 1.30 | 12 | 31 |
| 5 | 4669 | 4685 | 17717. | 18750. | 0.94 | 88 | 31 |
| 5 | 4675 | 4665 | 17439. | 18750. | 0.93 | 87 | 31 |
| 5 | 6998 | 6999 | 67857. | 51978. | 1.31 | 24 | 41 |
| 5 | TOTALS | | 838324. | 858524. | 0.98 | SCREEN LINE 5 | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 6 | 2125 | 2115 | 72789. | 55989. | 1.30 | 12 | 41 |
| 6 | 2416 | 8742 | 31850. | 34348. | 0.93 | 24 | 41 |
| 6 | 2416 | 9199 | 29986. | 32652. | 0.92 | 33 | 41 |
| 6 | 2435 | 3626 | 13015. | 55989. | 0.23 | 92 | 31 |
| 6 | 2504 | 2506 | 6195. | 9218. | 0.67 | 46 | 31 |
| 6 | 2554 | 7210 | 27732. | 36218. | 0.77 | 23 | 31 |
| 6 | 2639 | 3610 | 6443. | 11522. | 0.56 | 45 | 31 |
| 6 | 2640 | 6864 | 36669. | 51978. | 0.71 | 24 | 31 |
| 6 | 2641 | 3595 | 4860. | 11522. | 0.42 | 45 | 31 |
| 6 | 2710 | 2437 | 13762. | 55989. | 0.25 | 92 | 31 |
| 6 | 2720 | 8742 | 30958. | 34348. | 0.90 | 24 | 41 |
| 6 | 2762 | 2766 | 72595. | 55989. | 1.30 | 12 | 41 |
| 6 | 2764 | 2768 | 16123. | 15457. | 1.04 | 67 | 41 |
| 6 | 2767 | 2763 | 14194. | 15457. | 0.92 | 67 | 41 |
| 6 | 3011 | 3014 | 7726. | 12108. | 0.64 | 44 | 41 |
| 6 | 3012 | 3018 | 34328. | 34348. | 1.00 | 24 | 41 |
| 6 | 3261 | 3262 | 37568. | 34348. | 1.09 | 24 | 31 |
| 6 | 3409 | 4802 | 23811. | 13740. | 1.73 | 36 | 41 |
| 6 | 3482 | 3484 | 15996. | 11522. | 1.39 | 45 | 41 |
| 6 | 3483 | 6980 | 46889. | 34348. | 1.37 | 24 | 41 |
| 6 | 3495 | 8240 | 11009. | 12108. | 0.91 | 44 | 31 |
| 6 | 3723 | 7387 | 11461. | 11522. | 0.99 | 45 | 41 |
| 6 | 3846 | 5782 | 23400. | 23608. | 0.99 | 45 | 31 |
| 6 | 3909 | 7137 | 69001. | 55989. | 1.23 | 12 | 41 |
| 6 | 4016 | 4019 | 81475. | 55989. | 1.46 | 12 | 31 |
| 6 | 4316 | 7453 | 32338. | 34348. | 0.94 | 24 | 44 |
| 6 | 4322 | 6956 | 38797. | 55989. | 0.69 | 12 | 31 |
| 6 | 4539 | 4541 | 39466. | 32652. | 1.21 | 33 | 41 |
| 6 | 4540 | 8955 | 29289. | 32652. | 0.90 | 33 | 41 |
| 6 | 4542 | 8956 | 29289. | 32652. | 0.90 | 33 | 41 |
| 6 | 4666 | 4667 | 19159. | 16086. | 1.19 | 33 | 41 |
| 6 | 4668 | 9200 | 29986. | 32652. | 0.92 | 33 | 41 |
| 6 | 4792 | 4797 | 35983. | 34348. | 1.05 | 24 | 41 |
| 6 | 4946 | 4018 | 78805. | 55989. | 1.41 | 12 | 31 |
| 6 | 5132 | 5133 | 42644. | 34348. | 1.24 | 24 | 41 |
| 6 | 5134 | 7499 | 44715. | 34348. | 1.30 | 24 | 41 |
| 6 | 5386 | 5387 | 47386. | 33392. | 1.42 | 25 | 41 |
| 6 | 5639 | 5643 | 31369. | 23608. | 1.33 | 45 | 12 |
| 6 | 5642 | 5644 | 43988. | 33392. | 1.32 | 25 | 12 |
| 6 | 5784 | 5786 | 40319. | 33392. | 1.21 | 25 | 41 |
| 6 | 5929 | 5936 | 32392. | 23608. | 1.37 | 45 | 41 |
| 6 | 5931 | 5933 | 52948. | 50544. | 1.05 | 25 | 41 |
| 6 | 6033 | 6034 | 28481. | 13740. | 2.07 | 36 | 31 |
| 6 | 6957 | 4321 | 35491. | 55989. | 0.63 | 12 | 31 |
| 6 | 7139 | 4671 | 65414. | 55989. | 1.17 | 12 | 41 |
| 6 | 8955 | 8956 | 29289. | 32652. | 0.90 | 33 | 41 |
| 6 | 9199 | 9200 | 29986. | 32652. | 0.92 | 33 | 41 |
| 6 | TOTALS | | 1597370. | 1561328. | 1.02 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 7 | 2004 | 7854 | 74406. | 54326. | 1.37 | 23 | 32 |
| 7 | 2039 | 2051 | 30256. | 33392. | 0.91 | 25 | 42 |
| 7 | 2041 | 2057 | 28984. | 33392. | 0.87 | 25 | 12 |
| 7 | 2042 | 2058 | 18022. | 25044. | 0.72 | 38 | 43 |
| 7 | 2323 | 5092 | 68973. | 50544. | 1.36 | 25 | 31 |
| 7 | 2335 | 2345 | 82533. | 74478. | 1.11 | 92 | 31 |
| 7 | 2389 | 5103 | 46444. | 34348. | 1.35 | 24 | 31 |
| 7 | 3984 | 3987 | 10684. | 15707. | 0.68 | 79 | 11 |
| 7 | 3986 | 3985 | 96729. | 77174. | 1.25 | 11 | 11 |
| 7 | 4482 | 4903 | 80377. | 74478. | 1.08 | 92 | 31 |
| 7 | 4908 | 5083 | 84228. | 51978. | 1.62 | 24 | 41 |
| 7 | 5002 | 5198 | 19991. | 15707. | 1.27 | 75 | 11 |
| 7 | 5003 | 5209 | 86957. | 77174. | 1.13 | 11 | 11 |
| 7 | 5013 | 5014 | 9521. | 11522. | 0.83 | 45 | 11 |
| 7 | 5020 | 7446 | 19985. | 24478. | 0.82 | 38 | 11 |
| 7 | 5026 | 5027 | 11419. | 11522. | 0.99 | 45 | 11 |
| 7 | 5034 | 5037 | 9877. | 22174. | 0.45 | 64 | 11 |
| 7 | 5048 | 5046 | 22240. | 22174. | 1.00 | 64 | 11 |
| 7 | 5059 | 5060 | 19965. | 22174. | 0.90 | 64 | 11 |
| 7 | 5071 | 5072 | 75289. | 60086. | 1.25 | 25 | 11 |
| 7 | 5106 | 8379 | 30940. | 23608. | 1.31 | 45 | 31 |
| 7 | 5113 | 5114 | 45500. | 34348. | 1.32 | 24 | 31 |
| 7 | 5122 | 5123 | 18889. | 12870. | 1.47 | 37 | 31 |
| 7 | 5131 | 5132 | 69336. | 51978. | 1.33 | 24 | 41 |
| 7 | 5140 | 5141 | 45110. | 34348. | 1.31 | 24 | 41 |
| 7 | 5147 | 5148 | 15110. | 12870. | 1.17 | 37 | 31 |
| 7 | 5153 | 5154 | 57538. | 50544. | 1.14 | 25 | 41 |
| 7 | 5159 | 5160 | 39249. | 33392. | 1.18 | 25 | 41 |
| 7 | 5164 | 5166 | 45271. | 50544. | 0.90 | 25 | 31 |
| 7 | 5170 | 5171 | 33224. | 27130. | 1.22 | 36 | 41 |
| 7 | 5173 | 5180 | 14826. | 16086. | 0.92 | 33 | 41 |
| 7 | 5176 | 5177 | 38544. | 33392. | 1.15 | 25 | 31 |
| 7 | 7729 | 8503 | 4138. | 18750. | 0.22 | 98 | 31 |
| 7 | 8503 | 2462 | 4138. | 18750. | 0.22 | 98 | 31 |
| 7 | TOTALS | | 1358692. | 1210482. | 1.12 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 8 | 2146 | 2149 | 39241. | 51978. | 0.75 | 24 | 43 |
| 8 | 2171 | 2803 | 76537. | 55989. | 1.37 | 12 | 31 |
| 8 | 2213 | 2214 | 28013. | 31413. | 0.89 | 75 | 31 |
| 8 | 2236 | 2242 | 29277. | 31413. | 0.93 | 79 | 31 |
| 8 | 2252 | 2928 | 23524. | 24914. | 0.94 | 44 | 31 |
| 8 | 2269 | 2244 | 4497. | 15707. | 0.29 | 75 | 31 |
| 8 | 2270 | 2271 | 56174. | 55989. | 1.00 | 12 | 31 |
| 8 | 2280 | 2281 | 57444. | 55989. | 1.03 | 12 | 31 |
| 8 | 2438 | 2475 | 4921. | 55989. | 0.09 | 92 | 31 |
| 8 | 2477 | 6895 | 6020. | 55989. | 0.11 | 92 | 31 |
| 8 | 2509 | 2513 | 29522. | 36218. | 0.82 | 23 | 31 |
| 8 | 2558 | 2561 | 47808. | 54326. | 0.88 | 23 | 31 |
| 8 | 2565 | 2669 | 9381. | 11522. | 0.81 | 45 | 31 |
| 8 | 2660 | 2664 | 47144. | 51978. | 0.91 | 24 | 31 |
| 8 | 2804 | 2172 | 83248. | 55989. | 1.49 | 12 | 31 |
| 8 | 2807 | 3713 | 4931. | 13740. | 0.36 | 36 | 31 |
| 8 | 2811 | 2812 | 30075. | 34348. | 0.88 | 24 | 31 |
| 8 | 2819 | 2820 | 8619. | 9218. | 0.94 | 46 | 31 |
| 8 | 2824 | 2949 | 14183. | 12108. | 1.17 | 44 | 31 |
| 8 | 2831 | 3709 | 10689. | 12108. | 0.88 | 44 | 31 |
| 8 | 2832 | 2953 | 7405. | 9218. | 0.80 | 46 | 31 |
| 8 | 2844 | 2960 | 38753. | 34348. | 1.13 | 24 | 41 |
| 8 | 2850 | 4404 | 62202. | 63566. | 0.98 | 24 | 41 |
| 8 | 3706 | 3707 | 13449. | 11522. | 1.17 | 45 | 31 |
| 8 | 4911 | 4913 | 7581. | 18750. | 0.40 | 88 | 31 |
| 8 | 5365 | 5375 | 5242. | 18750. | 0.28 | 87 | 31 |
| 8 | 8261 | 8262 | 10973. | 11522. | 0.95 | 45 | 31 |
| 8 | TOTALS | | 756852. | 894601. | 0.85 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 9 | 2295 | 2290 | 36661. | 55989. | 0.65 | 92 | 31 |
| 9 | 3749 | 7534 | 19428. | 16086. | 1.21 | 41 | 41 |
| 9 | 3798 | 5974 | 36904. | 34348. | 1.07 | 24 | 41 |
| 9 | 4152 | 4153 | 40885. | 31413. | 1.30 | 75 | 31 |
| 9 | 4494 | 5972 | 43152. | 55989. | 0.77 | 92 | 31 |
| 9 | 5956 | 6038 | 17601. | 20544. | 0.86 | 36 | 51 |
| 9 | 5958 | 7370 | 14142. | 32956. | 0.43 | 41 | 31 |
| 9 | 5959 | 7223 | 10654. | 24914. | 0.43 | 44 | 31 |
| 9 | 5962 | 7330 | 22089. | 34348. | 0.64 | 24 | 31 |
| 9 | 5963 | 6050 | 7668. | 24914. | 0.31 | 44 | 31 |
| 9 | 5966 | 6054 | 31320. | 34348. | 0.91 | 24 | 31 |
| 9 | 5969 | 6063 | 28419. | 34348. | 0.83 | 24 | 31 |
| 9 | 6078 | 7373 | 35869. | 34348. | 1.04 | 24 | 31 |
| 9 | 6092 | 6093 | 33086. | 34348. | 0.96 | 24 | 31 |
| 9 | 6110 | 7950 | 35061. | 50544. | 0.69 | 25 | 41 |
| 9 | 6112 | 6116 | 23308. | 16086. | 1.45 | 33 | 31 |
| 9 | 6120 | 6121 | 36955. | 17174. | 2.15 | 32 | 32 |
| 9 | 6126 | 6178 | 24277. | 17174. | 1.41 | 32 | 32 |
| 9 | 7893 | 8328 | 8234. | 60218. | 0.14 | 31 | 51 |
| 9 | 8224 | 4149 | 67375. | 55989. | 1.20 | 12 | 31 |
| 9 | TOTALS | | 573088. | 686078. | 0.84 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|-------|--------|-----------------|-------------------|-------------------------------|--------|--------|
| 10 | 2218 | 2912 | 36554. | 36218. | 1.01 | 23 | 31 |
| 10 | 2480 | 2293 | 21746. | 55989. | 0.39 | 92 | 31 |
| 10 | 2487 | 5198 | 11471. | 11522. | 1.00 | 45 | 31 |
| 10 | 2582 | 3857 | 72214. | 51978. | 1.39 | 24 | 31 |
| 10 | 2610 | 7400 | 14227. | 11522. | 1.23 | 45 | 31 |
| 10 | 2674 | 2676 | 67039. | 51978. | 1.29 | 24 | 31 |
| 10 | 2678 | 2679 | 61053. | 51978. | 1.17 | 24 | 41 |
| 10 | 2798 | 2804 | 67571. | 55989. | 1.21 | 12 | 41 |
| 10 | 2803 | 2797 | 61226. | 55989. | 1.09 | 12 | 41 |
| 10 | 2919 | 2921 | 6428. | 11522. | 0.56 | 45 | 31 |
| 10 | 2923 | 2927 | 9742. | 9218. | 1.06 | 46 | 31 |
| 10 | 3051 | 3054 | 14129. | 27826. | 0.51 | 64 | 31 |
| 10 | 3053 | 3050 | 15493. | 27826. | 0.56 | 64 | 31 |
| 10 | 3163 | 3167 | 43904. | 32652. | 1.34 | 33 | 31 |
| 10 | 3166 | 3168 | 38802. | 51978. | 0.75 | 24 | 31 |
| 10 | 3284 | 3286 | 36486. | 33392. | 1.09 | 25 | 31 |
| 10 | 3382 | 7397 | 38200. | 25044. | 1.53 | 38 | 31 |
| 10 | 3527 | 3531 | 25431. | 25033. | 1.02 | 38 | 41 |
| 10 | 3529 | 7406 | 13427. | 11522. | 1.17 | 45 | 41 |
| 10 | 3530 | 3526 | 16864. | 22761. | 0.74 | 64 | 31 |
| 10 | 3927 | 8426 | 71151. | 55989. | 1.27 | 12 | 31 |
| 10 | 3963 | 3989 | 84722. | 58141. | 1.46 | 11 | 41 |
| 10 | 3990 | 4989 | 83866. | 58141. | 1.44 | 11 | 41 |
| 10 | 4067 | 4070 | 24649. | 38587. | 0.64 | 11 | 41 |
| 10 | 4068 | 5833 | 28621. | 38587. | 0.74 | 11 | 41 |
| 10 | 4479 | 2479 | 22596. | 55989. | 0.40 | 92 | 31 |
| 10 | 4584 | 7403 | 28290. | 32652. | 0.87 | 33 | 31 |
| 10 | 4586 | 7401 | 44438. | 34348. | 1.29 | 24 | 41 |
| 10 | 4719 | 4722 | 7310. | 15218. | 0.48 | 34 | 41 |
| 10 | 4724 | 7840 | 23099. | 32652. | 0.71 | 33 | 41 |
| 10 | 4870 | 7841 | 16850. | 23608. | 0.71 | 45 | 41 |
| 10 | 4874 | 8063 | 27498. | 34348. | 0.80 | 24 | 41 |
| 10 | 4984 | 4991 | 18065. | 11522. | 1.57 | 45 | 31 |
| 10 | 4990 | 4996 | 8411. | 11522. | 0.73 | 45 | 41 |
| 10 | 5007 | 8065 | 7355. | 15457. | 0.48 | 63 | 31 |
| 10 | 5014 | 5006 | 6907. | 15457. | 0.45 | 63 | 11 |
| 10 | 5182 | 5183 | 27381. | 32728. | 0.84 | 33 | 41 |
| 10 | 5189 | 5201 | 11378. | 22761. | 0.50 | 64 | 31 |
| 10 | 5194 | 5204 | 1280. | 15022. | 0.09 | 64 | 21 |
| 10 | 5200 | 5188 | 8769. | 15022. | 0.58 | 64 | 31 |
| 10 | 5203 | 5192 | 420. | 15022. | 0.03 | 64 | 21 |
| 10 | 5207 | 5196 | 3485. | 15022. | 0.23 | 64 | 21 |
| 10 | 5434 | 5439 | 14575. | 22761. | 0.64 | 64 | 41 |
| 10 | 5440 | 5437 | 16809. | 22761. | 0.74 | 64 | 31 |
| 10 | 5441 | 8020 | 16896. | 22761. | 0.74 | 64 | 41 |
| 10 | 5688 | 5689 | 31933. | 34348. | 0.93 | 24 | 31 |
| 10 | 5840 | 5844 | 16151. | 16892. | 0.96 | 24 | 31 |
| 10 | 5847 | 7377 | 27049. | 34348. | 0.79 | 24 | 31 |
| 10 | 8425 | 3925 | 80884. | 55989. | 1.44 | 12 | 31 |
| 10 | | TOTALS | 1432847. | 1519592. | 0.94 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c05) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|----------------|--------|
| 11 | 3669 | 6237 | 16838. | 27392. | 0.61 | 31 | 51 |
| 11 | 3811 | 6320 | 7339. | 9218. | 0.80 | 46 | 31 |
| 11 | 3814 | 6324 | 16467. | 16086. | 1.02 | 33 | 32 |
| 11 | 4336 | 6313 | 59750. | 50544. | 1.18 | 25 | 41 |
| 11 | 6244 | 7341 | 47147. | 51978. | 0.91 | 24 | 41 |
| 11 | 6253 | 6301 | 28707. | 34348. | 0.84 | 24 | 31 |
| 11 | 6299 | 8192 | 78627. | 55989. | 1.40 | 92 | 31 |
| 11 | 6326 | 6358 | 31288. | 17174. | 1.82 | 32 | 31 |
| 11 | 6329 | 7981 | 5057. | 9218. | 0.55 | 46 | 32 |
| 11 | 7986 | 7989 | 8876. | 9218. | 0.96 | 46 | 41 |
| 11 | 7995 | 7996 | 23397. | 13740. | 1.70 | 36 | 31 |
| 11 | 8193 | 2284 | 80743. | 55989. | 1.44 | 92 | 31 |
| 11 | TOTALS | | 404237. | 350894. | 1.15 | | |
| 12 | 2001 | 5331 | 23164. | 54326. | 0.43 | 23 | 44 |
| 12 | 2006 | 2007 | 74052. | 54326. | 1.36 | 23 | 32 |
| 12 | 2043 | 4473 | 13279. | 32652. | 0.41 | 33 | 31 |
| 12 | 2072 | 2074 | 131823. | 111978. | 1.18 | 12 | 31 |
| 12 | 2108 | 3569 | 47151. | 51978. | 0.91 | 24 | 31 |
| 12 | 2148 | 8175 | 45043. | 63566. | 0.71 | 24 | 43 |
| 12 | 2156 | 8154 | 24774. | 111978. | 0.22 | 17 | 31 |
| 12 | 3213 | 3214 | 23305. | 34348. | 0.68 | 24 | 31 |
| 12 | 5848 | 5849 | 34668. | 54326. | 0.64 | 23 | 32 |
| 12 | TOTALS | | 417258. | 569478. | 0.73 | | |
| 13 | 2155 | 8461 | 17475. | 37500. | 0.47 | 92 | 32 |
| 13 | 2452 | 8460 | 19790. | 37500. | 0.53 | 92 | 32 |
| 13 | 3666 | 6371 | 20054. | 34392. | 0.58 | 32 | 32 |
| 13 | 6364 | 6366 | 6602. | 12500. | 0.53 | 43 | 51 |
| 13 | 6367 | 6368 | 8423. | 12260. | 0.69 | 43 | 31 |
| 13 | 6371 | 7998 | 5419. | 13740. | 0.39 | 36 | 31 |
| 13 | 6433 | 8377 | 11991. | 13740. | 0.87 | 36 | 31 |
| 13 | 6489 | 7491 | 5204. | 12260. | 0.42 | 43 | 32 |
| 13 | 6492 | 6546 | 32873. | 34348. | 0.96 | 24 | 42 |
| 13 | 6501 | 6503 | 33305. | 34348. | 0.97 | 24 | 31 |
| 13 | 6558 | 6559 | 6491. | 15326. | 0.42 | 42 | 31 |
| 13 | 6562 | 6563 | 2803. | 9218. | 0.30 | 46 | 32 |
| 13 | 6568 | 6611 | 144. | 12500. | 0.01 | 43 | 51 |
| 13 | 8460 | 2120 | 19790. | 37500. | 0.53 | 92 | 32 |
| 13 | 8461 | 2454 | 17475. | 37500. | 0.47 | 92 | 32 |
| 13 | TOTALS | | 207841. | 354632. | 0.59 | | |
| 99 | TOTALS | | 184640192. | 211201664. | 0.87 | SCREEN LINE 99 | |

| | | | | | | | | | | | |
|------------------------------------|-------|-------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|
| ***** | ***** | *** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** |
| * | * | * | * | * | * | * | * | * | * | * | * |
| *** | * | ***** | * | * | *** | * | * | * | * | * | *** |
| * | * | * | * | * | * | * | * | * | * | * | * |
| **** | * | * | * | * | ***** | ***** | * | ***** | ***** | ***** | **** |
| | | | | | | | | | | | |
| TOTAL NUMBER OF LINKS | | | | | | | 7946 | | | | |
| TOTAL SYSTEM MILES | | | | | | | 1850.07 | | | | |
| TOTAL LANE MILES | | | | | | | 5652.92 | | | | |
| TOTAL DIRECTIONAL MILES | | | | | | | 3207.50 | | | | |
| TOTAL VMT USING VOLUMES | | | | | | | 46899636 | | | | |
| TOTAL VMT USING CAPACITY | | | | | | | 55529792 | | | | |
| TOTAL VMT V/C | | | | | | | 0.84 | | | | |
| TOTAL VHT USING VOLUMES | | | | | | | 2259159 | | | | |
| TOTAL VHT USING CAPACITY | | | | | | | 2282861 | | | | |
| TOTAL VHT V/C | | | | | | | 0.99 | | | | |
| TOTAL VOLUMES ALL LINKS | | | | | | | 197001504 | | | | |
| AVERAGE TOTAL VOLUME | | | | | | | 24792.54 | | | | |
| TOTAL VMT ALL LINKS | | | | | | | 46899636 | | | | |
| TOTAL VHT ALL LINKS | | | | | | | 2259159 | | | | |
| TOTAL ORIGINAL SPEED (MPH) | | | | | | | 33.52 | | | | |
| TOTAL CONGESTED SPEED (MPH) | | | | | | | 23.76 | | | | |
| TOTAL ACCIDENTS | | | | | | | 196.12 | | | | |
| TOTAL INJURIES | | | | | | | 126.04 | | | | |
| TOTAL FATALITIES | | | | | | | 0.73 | | | | |
| TOTAL CO EMISSIONS (KILOGRAMS) | | | | | | | 1149541 | | | | |
| TOTAL HC EMISSIONS (KILOGRAMS) | | | | | | | 75832 | | | | |
| TOTAL NO EMISSIONS (KILOGRAMS) | | | | | | | 91623 | | | | |
| TOTAL FUEL USE | | | | | | | 2934979 | | | | |
| TOTAL NEW LANE MILEAGE | | | | | | | 0 | | | | |
| TOTAL CONSTRUCTION COST (X \$1000) | | | | | | | 0 | | | | |
| TOTAL ACCIDENT COST (DOLLARS) | | | | | | | 4993942 | | | | |

| | |
|---|------------|
| TOTAL USERS COST (DOLLARS) | 19228834 |
| TOTAL MAINTENANCE COST (DOLLARS) | 742072 |
| TOTAL DELAY DUE TO CONGESTION (VEH-HRS) | 1008706.38 |

APPENDIX G

YEAR 2015 EMIS MODEL INPUT & OUTPUT AND SUPPORTING FSUTMS REPORTS/FILES

YEAR 2015 MOBILE6.15A

MOBILE6 INPUT FILE

RUN DATA

MIN/MAX TEMP : 69.3 91.2

>These factors are for Southeast Florida only!

NO REFUELING :

*Indicates that refueling emissions will NOT be included

ABSOLUTE HUMIDITY : 100.0

FUEL RVP : 7.8

SCENARIO RECORD : SPEED = EPA default speed distribution

*User must indicate analysis year for this run in four digit format

CALENDAR YEAR : 2015

EVALUATION MONTH : 7

*User must indicate temperatures used for inventory purposes by area

END OF RUN

YEAR 2015 PROFILE.MAS

&TWODIGIT
YES
&VFACTORS
YES
&NAME NAME OF STUDY
Miami
&MOBILE6
YES
&M6YEAR
2015
&MOBILE DIRECTORY WHERE MOBILE PARAMETER FILES ARE STORED
c:\fsutms.v55\
&IMFAC INSPECTION/MAINTENANCE CREDIT PERCENTAGE FOR EMIS
0.00000
&EMISFAC FACTOR TO ADJUST MODEL VMT TO MATCH HPMS TARGET VALUE
0.99908
&FSUTMS DIRECTORY WHERE SCRIPT FILES ARE LOCATED
.\\SCRIPT
&AVEZONE NUMBER OF ZONES TO AVERAGE TO COMPUTE IZ DISTANCE
1
&TRANZONE TRANSIT ACCESS ANALYSIS ZONE
642
&ZONESI INTERNAL ZONES
1500
&ZONESX FIRST EXTERNAL ZONE
1501
&ZONESA TOTAL ZONES
1521
&VALIDATE
NO
&ANALYSIS
YES
&GLSELECT
0
&GLTITLE Miami-dade
&SZONE STARTING ZONE FOR CARDINAL DISTRIBUTION
1
&FZONE ENDING ZONE FOR CARDINAL DISTRIBUTION
1500
&DISTRICT NUMBER OF PLANNING DISTRICTS
96
&SUPERDIST NUMBER OF SUPER DISTRICTS
26
&CBDZONE THE CBD ZONES
642
&SELDEST SELECTED DESTINATION ZONES
1-1500
&TERM10 TERMINAL TIME FOR AREA TYPE
5
&TERM11 TERMINAL TIME FOR AREA TYPE
5
&TERM12 TERMINAL TIME FOR AREA TYPE
5
&TERM13 TERMINAL TIME FOR AREA TYPE
3
&TERM14 TERMINAL TIME FOR AREA TYPE

5
&TERM15 TERMINAL TIME FOR AREA TYPE
5
&TERM16 TERMINAL TIME FOR AREA TYPE
5
&TERM17 TERMINAL TIME FOR AREA TYPE
5
&TERM18 TERMINAL TIME FOR AREA TYPE
5
&TERM19 TERMINAL TIME FOR AREA TYPE
5
&TERM20 TERMINAL TIME FOR AREA TYPE
3
&TERM21 TERMINAL TIME FOR AREA TYPE
4
&TERM22 TERMINAL TIME FOR AREA TYPE
3
&TERM23 TERMINAL TIME FOR AREA TYPE
3
&TERM24 TERMINAL TIME FOR AREA TYPE
3
&TERM25 TERMINAL TIME FOR AREA TYPE
3
&TERM26 TERMINAL TIME FOR AREA TYPE
3
&TERM27 TERMINAL TIME FOR AREA TYPE
3
&TERM28 TERMINAL TIME FOR AREA TYPE
3
&TERM29 TERMINAL TIME FOR AREA TYPE
3
&TERM30 TERMINAL TIME FOR AREA TYPE
1
&TERM31 TERMINAL TIME FOR AREA TYPE
3
&TERM32 TERMINAL TIME FOR AREA TYPE
1
&TERM33 TERMINAL TIME FOR AREA TYPE
1
&TERM34 TERMINAL TIME FOR AREA TYPE
1
&TERM35 TERMINAL TIME FOR AREA TYPE
1
&TERM36 TERMINAL TIME FOR AREA TYPE
1
&TERM37 TERMINAL TIME FOR AREA TYPE
1
&TERM38 TERMINAL TIME FOR AREA TYPE
1
&TERM39 TERMINAL TIME FOR AREA TYPE
1
&TERM40 TERMINAL TIME FOR AREA TYPE
2
&TERM41 TERMINAL TIME FOR AREA TYPE
2
&TERM42 TERMINAL TIME FOR AREA TYPE
3

| | |
|------------|--|
| &TERM43 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM44 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM45 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM46 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM47 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM48 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM49 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM50 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM51 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM52 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM53 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM54 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM55 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM56 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM57 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM58 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM59 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &NODES | MAXIMUM NUMBER OF NODES IN HWY NET |
| 200000 | |
| &UNITS | UNITS PER MILE |
| 5280 | |
| &CONFAC | FOR CAPACITY CONSTRAINT |
| 0.10 | |
| &CAPFAC | FOR PLOTTING LOS E |
| 0.10 | |
| &ITER | MAXIMUM EQUILIBRIUM ITERATIONS |
| 25 | |
| &UROADF | UROAD CAPACITY FACTOR |
| 0.75 | |
| &DAMPING | DAMPING FACTOR USED TO MINIMIZE TIME MODULATIONS BETWEEN |
| ITERATION | |
| 0.5 | |
| &BPRMAX | |
| 4.0 | |
| &EPS | |
| 0.10 | |
| &CTOLL | COEFFICIENT OF TOLL FACTOR USED IN TOLL MODEL |
| 0.08 | |
| &TOLLS1 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |

| | |
|--------------------------------|---|
| 0.10 &TOLLS2 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.15 &TOLLS3 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.20 &TOLLS4 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.25 &TOLLS5 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.30 &TOLLS6 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.35 &TOLLS7 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 1.00 &TOLLS8 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.001 &TOLLS9 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS10 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS11 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS12 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS13 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS14 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS15 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS16 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS17 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS18 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS19 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS20 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |

| | |
|------------|---|
| 0.00 | |
| &SERVT1 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.10 | |
| &SERVT2 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.15 | |
| &SERVT3 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.20 | |
| &SERVT4 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.25 | |
| &SERVT5 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.30 | |
| &SERVT6 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.35 | |
| &SERVT7 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 1.00 | |
| &SERVT8 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.001 | |
| &SERVT9 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT10 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT11 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT12 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT13 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT14 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT15 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT16 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT17 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT18 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT19 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |

0.00
&SERVT20 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&MAXTIM
70
&ATITER NUMBER OF GMODEL ITERATIONS
10
&AOFAC1 AUTO OCC FOR HBW
0.7936
&AOFAC2 AUTO OCC FOR HBSH
0.5747
&AOFAC3 AUTO OCC FOR HBSR
0.5747
&AOFAC4 AUTO OCC FOR HBO
0.5747
&AOFAC5 AUTO OCC FOR NHB
0.5917
&UNCONNECT MAXIMUM TRANSIT TIME
255
&NUMFARE MAXIMUM NUMBER OF FARE CATEGORIES
8
&HOV SWITCH FOR HOV TYPE
TYPE1
&HOV1 IDENTIFIES HOV ONLY FACILITIES
HOV LINKS, LINK GROUP 2 = 80-89
&HOV2 IDENTIFIES NUMBER OF TRIP TABLES
SELECTED PURPOSES = 1-3
&HOV3 USED FOR REPORTING OF TRIP PURPOSES
ADD PURPOSES = 1-3
&HOV4 DELETED LINKS FOR HOV SKIMS
LINK GROUP 2 = 80-89
&HOV5 IDENTIFIES HOV ONLY FACILITIES
HOV1 LINKS, LINK GROUP 2 = 49
&HOV6 IDENTIFIES HOV ONLY FACILITIES
HOV2 LINKS, LINK GROUP 2 = 80-89
&PERIOD
24
&PLOTTER
HP7586
&PLOTPENS
8
&PLOTSIZE
30
&PAPER
NORMALD
&PLOTFAC
600
&DATA
DATA
&PLOTWIN
PLOTXY.STD
&PLOTWINA
PLOTXYA.STD
&PLOTWINB
PLOTXYB.STD
&PLOTWINC

PLOTXYC.STD
&PLOTWIND
PLOTXYD.STD
&PLOTWINE
PLOTXYE.STD
&PLOTWINF
PLOTXYF.STD
&PLOTWING
PLOTXYG.STD
&PLOTWINH
PLOTXYH.STD
&CHARHT
0.05
&NAMEB
SOUTH DADE (B)
&NAMEM
MIC/INTERCON (M)
&NAMEP
NORTH/BEACH CORR (P)
&NAMEQ
EAST/WEST CORRIDOR (Q)
&NAMER
DOWNTOWN MIAMI (R)
&NAMES
KENDALL/SOUTH CORR (S)
&NAMET
WEST CENTRAL AREA (T)
&NAMEU
NW/PALMETTO CORR (U)
&NAMEV
I95/NORTH CORRIDOR (V)
&NAMEZ
SUNPIKE/27TH AVE (Z)
&NAME1
SW (1)
&NAME2
NW (2)
&NAME3
NE (3)
&NAME4
SE (4)
&MAXUTIL
0.75
&QUEMAX
100
&QUELIM
4.9
&NUMFARE
9
&TOLLM
TOLL FACILITIES MODEL
&MULTSQ
MULTIPLE SERVER QUEUES
&ACCUQT FLAG FOR USING TOLL FACILTIES MODEL
~ ACCUMULATE QUEUEING TIME
&GMTIME
TIME2

&CITYCODE
 MIA
 &TITLE
 2000 MTPM
 &MAXD Maximum sidewalk area around stations
 0.4
 &TERM Auto access terminal time (home end)
 2.0
 &DEF Default auto access time
 2.0
 &NOPT Usage check on second auto connector
 1
 &BACK Backtrack flag for auto connector
 1
 &AOC Auto operating costs
 9.5
 &OC3 Average 3+ auto occupancy
 3.20 3.20 3.20 3.20 3.20 Average park/ride auto occupancy
 &OCTA
 1.2 1.2 1.2
 &TASPD Average auto access speed
 26.0 26.0
 &MINRUN1 Minimum walk-to-local run time
 3.0
 &MINRUN2 Minimum walk-to-premium run time
 3.0
 &MINRUN3 Minimum auto-to-local run time
 30.0
 &MINRUN4 Minimum auto-to-premium run time
 6.0
 &INFL1 Transit fare inflation
 1.0
 &INFL2 Auto operating cost inflation
 1.0
 &INFL3 Parking cost inflation
 1.0
 &MSMIN Minimum mode split
 0.01 0.01 0.01
 &HOVUSE HOV usage flag
 3
 &HOVMIN HOV minimum time
 3.0
 &RAILAC Station walk access impedance flag
 0
 &VAL Validation summary flag
 0
 &KRFAC Kiss/ride additional impedance factor
 1.50
 &JITNEY Jitney flag (0=none, 1=base, 2=alt)
 1
 &VERS Model Version (1=standard FSUTMS, 2=Orlando 10 purposes)
 1
 &DEFMS Default Regional Mode Splits
 0.07770 0.02970 0.02970
 &DEFUPD Update Zonal Default Mode Splits (1=yes, 2=no)
 1
 &MAXTIM

| | |
|--------------------|--|
| 70 | |
| &TRIZONE | TRI RAIL EXTERNAL ZONE |
| 1467 | |
| &MAXTIME | |
| 120 | |
| &ROTANG | |
| 270 | |
| &PORTRAIT | |
| 0 | |
| &LANDSCAPE | |
| 0 | |
| &ROTANGW | |
| &PLT | |
| plt | |
| &ASCII | |
| YES | |
| &DATABASE | Optional entry to enable database capability |
| NO | |
| &DBCOOUT | When activated, writes database files for TASSIGN |
| DBC OUTPUT, INET | |
| &MINUROADFAC | Specifies minimum UROAD factor allowed (Optional) |
| 0.50 | |
| &MAXUROADFAC | Specifies maximum UROAD factor allowed |
| 1.00 | |
| &MINCONFAC | Specifies minimum CONFAC factor allowed |
| 0.04 | |
| &MAXCONFAC | Specifies maximum CONFAC factor allowed |
| 1.00 | |
| &MINBPRCOEFF | Specifies minimum BPR coefficient allowed |
| 0.0 | |
| &MAXBPRCOEFF | Specifies maximum BPR coefficient allowed |
| 1.00 | |
| &MINBPREXP | Specifies minimum BPR exponent allowed |
| 1.00 | |
| &MAXBPREXP | Specifies maximum BPR exponent allowed |
| 10.00 | |
| &EMISTABLES | Tables on HTTAB file for intrazonal emissions (default = |
| 1) | |
| 1 | |
| &ASCII | Outputs file HRLDXY.ASC (similar to NETCARD output) |
| YES | |
| &VFACTORS | Required entry. YES must start in column one |
| YES | |
| &DATABASE | Optional entry to enable database capability |
| NO | |
| &DBCOOUT | When activated, writes database files for TASSIGN |
| ~ DBC OUTPUT, INET | |
| &MINUROADFAC | Specifies minimum UROAD factor allowed (Optional) |
| 0.50 | |
| &MAXUROADFAC | Specifies maximum UROAD factor allowed |
| 1.00 | |
| &MINCONFAC | Specifies minimum CONFAC factor allowed |
| 0.04 | |
| &MAXCONFAC | Specifies maximum CONFAC factor allowed |
| 1.00 | |
| &MINBPRCOEFF | Specifies minimum BPR coefficient allowed |

0.0
&MAXBPRCOEFF Specifies maximum BPR coefficient allowed
1.00
&MINBPREXP Specifies minimum BPR exponent allowed
1.00
&MAXBPREXP Specifies maximum BPR exponent allowed
10.00
&EMISTABLES Tables on HTTAB file for intrazonal emissions (default =
1)
1
&ASCII Outputs file HRLDXY.ASC (similar to NETCARD output)
YES
&MODELCAP
~ MODEL CAPACITY
&COLORS
1,2,3,4,5,6,7,8
&ACTC REPORT TRANSIT TRIPS=0 for CENTERS, 1 FOR TAZs
1
&KTHROW ACTIVITY CENTER TEMP FILES, 1=KEEP, 0=DELETE
1
&STDZ2 STANDARD FSUTMSZ2, 1=TRUE, 0=RTA
1
&SELZONE SELECTED TAZ
1500
&DTBZERO
7000

YEAR 2015 EMIS.OUT

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
 EMISSION MODEL FOR MOBILE 6 -- PROGRAM DATE: 16JAN02
 - RUN TIME: 10:34:47 09DEC04

 * MOBILE6.2 (31-Oct-2002) *
 * Input file: MOBILE6.IN (file 1, run 1). *

*These factors are for Southeast Florida only!

M603 Comment:

User has disabled the calculation of REFUELING emissions.

* #
 * SPEED = EPA default speed distribution
 * File 1, Run 1, Scenario 1.
 * #
 M 48 Warning:
 there are no sales for vehicle class HDGV8b
 M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2015
 Month: July
 Altitude: Low
 Minimum Temperature: 69.3 (F)
 Maximum Temperature: 91.2 (F)
 Absolute Humidity: 100. grains/lb
 Nominal Fuel RVP: 7.8 psi
 Weathered RVP: 7.5 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

| LDDT | Vehicle Type: HDDV | LDGV MC | LDGT12 | LDGT34 | LDGT (All) | HDGV | LDDV |
|--------|-----------------------------|------------------|---------------------------|----------------|---------------|--------|--------|
| | | | All Veh GVWR: ----- | <6000 ----- | | | |
| 0.0021 | VMT Distribution: 0.0866 | 0.3031 0.0053 | 0.4218 1.0000 | 0.1449 | | 0.0360 | 0.0003 |

| Composite Emission Factors (g/mi): | | | | | | | | | |
|------------------------------------|--|-------|-------|-------|-------|-------|-------|-------|-------|
| Composite VOC : | | 0.301 | 0.300 | 2.21 | 0.562 | 0.941 | 0.640 | 0.565 | 0.098 |
| Composite CO : | | 0.679 | 0.794 | 16.25 | 8.165 | 9.50 | 7.55 | 0.881 | |
| Composite NOX : | | 0.419 | 3.277 | 1.06 | 0.722 | 0.753 | 0.510 | 1.111 | 0.153 |

Year = 2015

| Vehicle Type | VMT Distribution |
|--------------|------------------|
| LDGV | 0.3031 |
| LDGT12 | 0.4218 |
| LDGT34 | 0.1449 |
| LDGT | 0.0000 |
| HDGV | 0.0360 |
| LDDV | 0.0003 |
| LDGT | 0.0021 |
| HDDV | 0.0866 |
| MC | 0.0053 |
| All Veh | 1.0000 |
| Speeds: | 1.0 65.0 |
| VOC: | 0.562 0.562 |
| CO: | 8.165 8.165 |
| NOX: | 0.722 0.722 |

INPUT CARD ECHO

INFO all reported values have been adjusted by EMISFAC = 0.9991

SCENARIO 1 MOBILE.TEM
 THE FOLLOWING IS A MATRIX WHICH ASSIGNS A SCENARIO TO EACH FT/AT COMBINATION
 AT=> 1 2 3 4 5

| FT | 1 | 2 | 3 | 4 | 5 |
|----|---|---|---|---|---|
| 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 |
| 3 | 1 | 1 | 1 | 1 | 1 |
| 4 | 1 | 1 | 1 | 1 | 1 |
| 5 | 1 | 1 | 1 | 1 | 1 |
| 6 | 1 | 1 | 1 | 1 | 1 |
| 7 | 1 | 1 | 1 | 1 | 1 |
| 8 | 1 | 1 | 1 | 1 | 1 |
| 9 | 1 | 1 | 1 | 1 | 1 |

INPUT COORDINATE SCALE(UNITS) FROM PROFILE.MAS IS 5280

INFO ALL REPORT VALUES ARE BEING ADJUSTED BY A FACTOR OF 0.9991

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
 GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AT | VOC | CO | NOx |
|----|----|----------|-----------|----------|
| 1 | 1 | 236899. | 3441777. | 304343. |
| 1 | 2 | 63610. | 924152. | 81719. |
| 1 | 3 | 3348774. | 48652564. | 4302165. |

| | | | | |
|---|---|----------|-----------|----------|
| 1 | 4 | 2618372. | 38040952. | 3363815. |
| 1 | 5 | 149005. | 2164814. | 191426. |
| 2 | 1 | 144471. | 2098936. | 185601. |
| 2 | 2 | 8772. | 127446. | 11270. |
| 2 | 3 | 5934945. | 86225600. | 7624604. |
| 2 | 4 | 5525971. | 80283992. | 7099205. |
| 2 | 5 | 309547. | 4497238. | 397674. |
| 3 | 1 | 64145. | 931926. | 82407. |
| 3 | 2 | 1564. | 22722. | 2009. |
| 3 | 3 | 1661796. | 24143382. | 2134908. |
| 3 | 4 | 813836. | 11823795. | 1045533. |
| 3 | 5 | 334858. | 4864971. | 430191. |
| 4 | 1 | 64829. | 941867. | 83286. |
| 4 | 2 | 6053. | 87944. | 7777. |
| 4 | 3 | 2548394. | 37024264. | 3273914. |
| 4 | 4 | 804513. | 11688342. | 1033556. |
| 4 | 5 | 305555. | 4439244. | 392545. |
| 5 | 1 | 29714. | 431701. | 38174. |
| 5 | 2 | 2425. | 35235. | 3116. |
| 5 | 3 | 1116178. | 16216344. | 1433950. |
| 5 | 4 | 690230. | 10027976. | 886736. |
| 5 | 5 | 175966. | 2556525. | 226064. |
| 6 | 1 | 173962. | 2527402. | 223489. |
| 6 | 2 | 5605. | 81428. | 7200. |
| 6 | 3 | 224121. | 3256130. | 287927. |
| 6 | 4 | 331504. | 4816248. | 425883. |
| 7 | 1 | 76507. | 1111529. | 98288. |
| 7 | 2 | 23763. | 345241. | 30528. |
| 7 | 3 | 502686. | 7303260. | 645800. |
| 7 | 4 | 388167. | 5639478. | 498677. |
| 7 | 5 | 21736. | 315788. | 27924. |
| 8 | 3 | 339294. | 4929427. | 435891. |
| 8 | 4 | 16758. | 243467. | 21529. |
| 9 | 3 | 2110880. | 30667894. | 2711845. |
| 9 | 4 | 345376. | 5017792. | 443704. |
| 9 | 5 | 608200. | 8836207. | 781352. |

GL TOTAL 32129004.466784640. 41275936.
 (TONS) 35.38 514.08 45.46

GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT AT | VOC | CO | NOx |
|-------|-----|----|-----|
|-------|-----|----|-----|

| | | | |
|----------|------|------|------|
| GL TOTAL | 0. | 0. | 0. |
| (TONS) | 0.00 | 0.00 | 0.00 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AT | VOC | CO | NOx |
|----------|----|---------|----------|---------|
| 2 | 4 | 69129. | 1004339. | 88810. |
| 2 | 5 | 15868. | 230535. | 20385. |
| 3 | 3 | 11869. | 172441. | 15248. |
| 3 | 5 | 184. | 2680. | 237. |
| 4 | 4 | 2301. | 33424. | 2956. |
| 5 | 3 | 333. | 4833. | 427. |
| 7 | 4 | 7631. | 110867. | 9804. |
| 8 | 3 | 4386. | 63718. | 5634. |
| GL TOTAL | | 111700. | 1622838. | 143501. |
| (TONS) | | 0.12 | 1.79 | 0.16 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
ALL GEOGRAPHIC LOCATIONS

| FT | AT | VOC | CO | NOx |
|----|----|----------|-----------|----------|
| 1 | 1 | 236899. | 3441777. | 304343. |
| 1 | 2 | 63610. | 924152. | 81719. |
| 1 | 3 | 3348774. | 48652564. | 4302165. |
| 1 | 4 | 2618372. | 38040952. | 3363815. |
| 1 | 5 | 149005. | 2164814. | 191426. |
| 2 | 1 | 144471. | 2098936. | 185601. |
| 2 | 2 | 8772. | 127446. | 11270. |
| 2 | 3 | 5934945. | 86225600. | 7624604. |
| 2 | 4 | 5595102. | 81288328. | 7188014. |
| 2 | 5 | 325414. | 4727774. | 418059. |
| 3 | 1 | 64145. | 931926. | 82407. |
| 3 | 2 | 1564. | 22722. | 2009. |
| 3 | 3 | 1673666. | 24315822. | 2150157. |
| 3 | 4 | 813836. | 11823795. | 1045533. |
| 3 | 5 | 335042. | 4867651. | 430428. |
| 4 | 1 | 64829. | 941867. | 83286. |
| 4 | 2 | 6053. | 87944. | 7777. |
| 4 | 3 | 2548394. | 37024264. | 3273914. |
| 4 | 4 | 806813. | 11721766. | 1036511. |
| 4 | 5 | 305555. | 4439244. | 392545. |
| 5 | 1 | 29714. | 431701. | 38174. |
| 5 | 2 | 2425. | 35235. | 3116. |
| 5 | 3 | 1116510. | 16221177. | 1434378. |

| | | | | |
|--------|---|-----------|------------|-----------|
| 5 | 4 | 690230. | 10027976. | 886736. |
| 5 | 5 | 175966. | 2556525. | 226064. |
| 6 | 1 | 173962. | 2527402. | 223489. |
| 6 | 2 | 5605. | 81428. | 7200. |
| 6 | 3 | 224121. | 3256130. | 287927. |
| 6 | 4 | 331504. | 4816248. | 425883. |
| 7 | 1 | 76507. | 1111529. | 98288. |
| 7 | 2 | 23763. | 345241. | 30528. |
| 7 | 3 | 502686. | 7303260. | 645800. |
| 7 | 4 | 395798. | 5750344. | 508481. |
| 7 | 5 | 21736. | 315788. | 27924. |
| 8 | 3 | 343680. | 4993144. | 441525. |
| 8 | 4 | 16758. | 243467. | 21529. |
| 9 | 3 | 2110880. | 30667894. | 2711845. |
| 9 | 4 | 345376. | 5017792. | 443704. |
| 9 | 5 | 608200. | 8836207. | 781352. |
| SUM | | 32240702. | 468407520. | 41419428. |
| (TONS) | | 35.51 | 515.87 | 45.62 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

FACILITY

| | TYPE | VOC | CO | NOx |
|--------|-----------|------------|-----------|-----|
| 1 | 6416658. | 93224240. | 8243472. | |
| 2 | 12008715. | 174467952. | 15427576. | |
| 3 | 2888252. | 41961884. | 3710534. | |
| 4 | 3731643. | 54215060. | 4794038. | |
| 5 | 2014847. | 29272572. | 2588464. | |
| 6 | 735192. | 10681205. | 944500. | |
| 7 | 1020490. | 14826161. | 1311021. | |
| 8 | 360438. | 5236612. | 463054. | |
| 9 | 3064460. | 44521896. | 3936901. | |
| SUM | 32240702. | 468407520. | 41419428. | |
| (TONS) | 35.51 | 515.87 | 45.62 | |

AREA

| | TYPE | VOC | CO | NOx |
|--------|-----------|------------|-----------|-----|
| 1 | 790527. | 11485134. | 1015588. | |
| 2 | 111792. | 1624168. | 143619. | |
| 3 | 17803674. | 258659552. | 22872330. | |
| 4 | 11613795. | 168730928. | 14920214. | |
| 5 | 1920918. | 27907992. | 2467798. | |
| SUM | 32240702. | 468407520. | 41419428. | |
| (TONS) | 35.51 | 515.87 | 45.62 | |

NUMBER

| LANES | VOC | CO | NOx |
|-------|-----|----|-----|
|-------|-----|----|-----|

| | | | |
|--------|-----------|------------|-----------|
| 1 | 6723633. | 97684336. | 8637824. |
| 2 | 10400772. | 151107136. | 13361821. |
| 3 | 9843682. | 143013776. | 12646168. |
| 4 | 3215096. | 46710424. | 4130426. |
| 5 | 1632600. | 23719186. | 2097397. |
| 6 | 420217. | 6105110. | 539852. |
| 7 | 4689. | 68118. | 6023. |
| SUM | 32240702. | 468407520. | 41419428. |
| (TONS) | 35.51 | 515.87 | 45.62 |

DAILY VEHICLE MILES

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VMT - GEOGRAPHIC LOCATION NO 1:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|---------|-----------|----------|----------|-----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 421528. | 113185. | 5958673. | 4659024. | 265133. | 11417543. |
| 2 | 257065. | 15609. | 10560385. | 9832697. | 550795. | 21216550. |
| 3 | 114137. | 2783. | 2956934. | 1448107. | 595832. | 5117792. |
| 4 | 115354. | 10771. | 4534511. | 1431517. | 543692. | 6635844. |
| 5 | 52872. | 4315. | 1986082. | 1228166. | 313108. | 3584543. |
| 6 | 309541. | 9973. | 398791. | 589865. | 0. | 1308170. |
| 7 | 136133. | 42283. | 894460. | 690689. | 38676. | 1802241. |
| 8 | 0. | 0. | 603727. | 29818. | 0. | 633545. |
| 9 | 0. | 0. | 3756016. | 614549. | 1082205. | 5452770. |

GL TOTAL 1406630. 198918. 31649502. 20524454. 3389441. 57168944.

DAILY VMT - GEOGRAPHIC LOCATION NO 2:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|----|----|----|----|-------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 0. | 0. | 0. |
| 3 | 0. | 0. | 0. | 0. | 0. | 0. |
| 4 | 0. | 0. | 0. | 0. | 0. | 0. |
| 5 | 0. | 0. | 0. | 0. | 0. | 0. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 0. | 0. | 0. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |

GL TOTAL 0. 0. 0. 0. 0. 0.

DAILY VMT - GEOGRAPHIC LOCATION NO 3:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | | TOTAL |
|----------|------------------------|----|--------|---------|--------|---------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 123005. | 28235. | 151240. |
| 3 | 0. | 0. | 21120. | 0. | 328. | 21448. |
| 4 | 0. | 0. | 0. | 4094. | 0. | 4094. |
| 5 | 0. | 0. | 592. | 0. | 0. | 592. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 13578. | 0. | 13578. |
| 8 | 0. | 0. | 7804. | 0. | 0. | 7804. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 29515. | 140677. | 28563. | 198755. |

DAILY VEHICLE MILES

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VMT - ALL GEOGRAPHIC LOCATIONS
----- AREA TYPES -----

| FT | 1 | 2 | 3 | 4 | 5 | TOTAL | |
|-------|----------|---------|-----------|-----------|----------|-----------|---|
| | | | | | | 6 | 7 |
| 1 | 421528. | 113185. | 5958673. | 4659024. | 265133. | 11417543. | |
| 2 | 257065. | 15609. | 10560385. | 9955701. | 579029. | 21367790. | |
| 3 | 114137. | 2783. | 2978054. | 1448107. | 596161. | 5139240. | |
| 4 | 115354. | 10771. | 4534511. | 1435610. | 543692. | 6639938. | |
| 5 | 52872. | 4315. | 1986674. | 1228166. | 313108. | 3585135. | |
| 6 | 309541. | 9973. | 398791. | 589865. | 0. | 1308170. | |
| 7 | 136133. | 42283. | 894460. | 704267. | 38676. | 1815819. | |
| 8 | 0. | 0. | 611530. | 29818. | 0. | 641349. | |
| 9 | 0. | 0. | 3756016. | 614549. | 1082205. | 5452770. | |
| TOTAL | 1406630. | 198918. | 31679014. | 20665130. | 3418004. | 57367696. | |

DAILY VMT
FACILITY
TYPE

| | |
|---|-----------|
| 1 | 11417544. |
| 2 | 21367786. |
| 3 | 5139241. |
| 4 | 6639937. |
| 5 | 3585139. |
| 6 | 1308169. |
| 7 | 1815819. |
| 8 | 641349. |
| 9 | 5452768. |

TOTAL 57367876.

DAILY VMT
AREA
TYPE

| | |
|---|-----------|
| 1 | 1406630. |
| 2 | 198918. |
| 3 | 31679014. |
| 4 | 20665130. |
| 5 | 3418004. |

TOTAL 57367876.

DAILY VMT
NUMBER
LANES

| | |
|---|-----------|
| 1 | 11963765. |
| 2 | 18506702. |
| 3 | 17515462. |
| 4 | 5720810. |
| 5 | 2904983. |
| 6 | 747717. |
| 7 | 8343. |

TOTAL 57367876.

DAILY VEHICLE HOURS

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VHT - GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

----- AREA TYPES -----

| FT | 1 | 2 | 3 | 4 | 5 | TOTAL |
|----------|--------|-------|----------|----------|--------|----------|
| 1 | 14129. | 2837. | 237159. | 177715. | 12297. | 444138. |
| 2 | 19035. | 532. | 519529. | 574748. | 14395. | 1128239. |
| 3 | 7325. | 116. | 158082. | 88986. | 14434. | 268944. |
| 4 | 7519. | 1056. | 225920. | 79831. | 17257. | 331582. |
| 5 | 5256. | 345. | 118980. | 80396. | 8328. | 213306. |
| 6 | 25590. | 652. | 18114. | 32415. | 0. | 76770. |
| 7 | 8956. | 1859. | 51122. | 36439. | 938. | 99314. |
| 8 | 0. | 0. | 21976. | 970. | 0. | 22946. |
| 9 | 0. | 0. | 161566. | 18492. | 27897. | 207955. |
| GL TOTAL | 87811. | 7397. | 1512449. | 1089988. | 95546. | 2793191. |

DAILY VHT - GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|----|----|----|----|-------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 0. | 0. | 0. |
| 3 | 0. | 0. | 0. | 0. | 0. | 0. |
| 4 | 0. | 0. | 0. | 0. | 0. | 0. |
| 5 | 0. | 0. | 0. | 0. | 0. | 0. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 0. | 0. | 0. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 0. | 0. | 0. | 0. |

DAILY VHT - GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|----|------|-------|------|-------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 5292. | 698. | 5989. |
| 3 | 0. | 0. | 674. | 0. | 7. | 681. |
| 4 | 0. | 0. | 0. | 230. | 0. | 230. |
| 5 | 0. | 0. | 37. | 0. | 0. | 37. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 378. | 0. | 378. |
| 8 | 0. | 0. | 130. | 0. | 0. | 130. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 841. | 5900. | 704. | 7446. |

DAILY VEHICLE HOURS

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|-------|---------|---------|--------|----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 14129. | 2837. | 237159. | 177715. | 12297. | 444138. |
| 2 | 19035. | 532. | 519529. | 580039. | 15093. | 1134228. |
| 3 | 7325. | 116. | 158756. | 88986. | 14441. | 269624. |
| 4 | 7519. | 1056. | 225920. | 80060. | 17257. | 331812. |
| 5 | 5256. | 345. | 119018. | 80396. | 8328. | 213343. |
| 6 | 25590. | 652. | 18114. | 32415. | 0. | 76770. |
| 7 | 8956. | 1859. | 51122. | 36817. | 938. | 99692. |
| 8 | 0. | 0. | 22107. | 970. | 0. | 23077. |
| 9 | 0. | 0. | 161566. | 18492. | 27897. | 207955. |

TOTAL 87811. 7397. 1513290. 1095888. 96250. 2800638.

DAILY VHT
FACILITY
TYPE

| | |
|---|----------|
| 1 | 444137. |
| 2 | 1134227. |
| 3 | 269624. |
| 4 | 331812. |
| 5 | 213343. |
| 6 | 76770. |
| 7 | 99692. |
| 8 | 23077. |
| 9 | 207955. |

TOTAL 2800642.

DAILY VHT
AREA
TYPE

| | |
|---|----------|
| 1 | 87811. |
| 2 | 7397. |
| 3 | 1513290. |
| 4 | 1095888. |
| 5 | 96250. |

TOTAL 2800642.

DAILY VHT
NUMBER
LANES

| | |
|---|---------|
| 1 | 714133. |
| 2 | 871408. |
| 3 | 825679. |
| 4 | 266067. |
| 5 | 84938. |
| 6 | 24485. |
| 7 | 13927. |

TOTAL 2800642.

AVERAGE CONGESTED SPEED (mph)

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----------|------------------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 29.83 | 39.89 | 25.13 | 26.22 | 21.56 |
| 2 | 13.50 | 29.35 | 20.33 | 17.11 | 38.26 |
| 3 | 15.58 | 23.92 | 18.71 | 16.27 | 41.28 |
| 4 | 15.34 | 10.20 | 20.07 | 17.93 | 31.51 |
| 5 | 10.06 | 12.49 | 16.69 | 15.28 | 37.60 |
| 6 | 12.10 | 15.31 | 22.02 | 18.20 | 0.00 |
| 7 | 15.20 | 22.74 | 17.50 | 18.95 | 41.22 |
| 8 | 0.00 | 0.00 | 27.47 | 30.75 | 0.00 |
| 9 | 0.00 | 0.00 | 23.25 | 33.23 | 38.79 |
| GL TOTAL | 16.02 | 26.89 | 20.93 | 18.83 | 35.47 |

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----------|------------------------|------|------|------|------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| GL TOTAL | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----|------------------------|------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 | 0.00 | 23.24 | 40.47 |
| 3 | 0.00 | 0.00 | 31.34 | 0.00 | 48.00 |
| 4 | 0.00 | 0.00 | 0.00 | 17.82 | 0.00 |

| | | | | | |
|----------|------|------|-------|-------|-------|
| 5 | 0.00 | 0.00 | 15.98 | 0.00 | 0.00 |
| 6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 7 | 0.00 | 0.00 | 0.00 | 35.88 | 0.00 |
| 8 | 0.00 | 0.00 | 59.82 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| GL TOTAL | 0.00 | 0.00 | 35.08 | 23.84 | 40.54 |

AVERAGE CONGESTED SPEED (mph)

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
AVERAGE SPEED - ALL GEOGRAPHIC LOCATIONS

| FT | AREA TYPES | | | | |
|-------|------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 29.83 | 39.89 | 25.13 | 26.22 | 21.56 |
| 2 | 13.50 | 29.35 | 20.33 | 17.16 | 38.36 |
| 3 | 15.58 | 23.92 | 18.76 | 16.27 | 41.28 |
| 4 | 15.34 | 10.20 | 20.07 | 17.93 | 31.51 |
| 5 | 10.06 | 12.49 | 16.69 | 15.28 | 37.60 |
| 6 | 12.10 | 15.31 | 22.02 | 18.20 | 0.00 |
| 7 | 15.20 | 22.74 | 17.50 | 19.13 | 41.22 |
| 8 | 0.00 | 0.00 | 27.66 | 30.75 | 0.00 |
| 9 | 0.00 | 0.00 | 23.25 | 33.23 | 38.79 |
| TOTAL | 16.02 | 26.89 | 20.93 | 18.86 | 35.51 |

AVERAGE SPEED
FACILITY
TYPE

| | |
|-------|-------|
| 1 | 25.71 |
| 2 | 18.84 |
| 3 | 19.06 |
| 4 | 20.01 |
| 5 | 16.80 |
| 6 | 17.04 |
| 7 | 18.21 |
| 8 | 27.79 |
| 9 | 26.22 |
| TOTAL | 20.48 |

AVERAGE SPEED
AREA
TYPE

| | |
|---|-------|
| 1 | 16.02 |
| 2 | 26.89 |
| 3 | 20.93 |
| 4 | 18.86 |
| 5 | 35.51 |

TOTAL 20.48

AVERAGE SPEED

NUMBER
LANES

| | |
|---|-------|
| 1 | 16.75 |
| 2 | 21.24 |
| 3 | 21.21 |
| 4 | 21.50 |
| 5 | 34.20 |
| 6 | 30.54 |
| 7 | 0.60 |

TOTAL 20.48

□

YEAR 2015 HEVAL.OUT

FLORIDA D.O.T.
PAGE NO. 1
FSUTMS
DATE 15DEC04
VER 5.50
TIME 08:37:36

miami

HIGHWAY ASSIGNMENT

"HELABELS.SYN" CONTENTS:

| | | | | |
|-------------|---|---|---------|-----------------|
| LABEL FT 11 | 1 | 1 | FREEWAY | FREEWAY |
| LABEL FT 12 | 1 | 1 | | |
| LABEL FT 15 | 1 | 1 | | |
| LABEL FT 16 | 1 | 1 | | |
| LABEL FT 17 | 1 | 1 | | |
| LABEL FT 21 | 2 | 2 | D. ART | DIV. ARTERIAL |
| LABEL FT 22 | 2 | 2 | | |
| LABEL FT 23 | 2 | 2 | | |
| LABEL FT 24 | 2 | 2 | | |
| LABEL FT 25 | 2 | 2 | | |
| LABEL FT 31 | 3 | 3 | U. ART | UNDIV. ARTERIAL |
| LABEL FT 32 | 3 | 3 | | |
| LABEL FT 33 | 3 | 3 | | |
| LABEL FT 34 | 3 | 3 | | |
| LABEL FT 35 | 3 | 3 | | |
| LABEL FT 36 | 3 | 3 | | |
| LABEL FT 37 | 3 | 3 | | |
| LABEL FT 38 | 3 | 3 | | |
| LABEL FT 41 | 4 | 4 | COLLCTR | COLLECTOR |
| LABEL FT 42 | 4 | 4 | | |
| LABEL FT 43 | 4 | 4 | | |
| LABEL FT 44 | 4 | 4 | | |
| LABEL FT 45 | 4 | 4 | | |
| LABEL FT 46 | 4 | 4 | | |
| LABEL FT 47 | 4 | 4 | | |
| LABEL FT 48 | 4 | 4 | | |
| LABEL FT 51 | 5 | 5 | LOCAL | CENTROID CONN. |
| LABEL FT 52 | 5 | 5 | | |
| LABEL FT 61 | 6 | 6 | 1 WAY | ONE WAY |
| LABEL FT 62 | 6 | 6 | | |
| LABEL FT 63 | 6 | 6 | | |
| LABEL FT 64 | 6 | 6 | | |
| LABEL FT 65 | 6 | 6 | | |
| LABEL FT 66 | 6 | 6 | | |
| LABEL FT 67 | 6 | 6 | | |
| LABEL FT 68 | 6 | 6 | | |
| LABEL FT 71 | 7 | 7 | RAMP | RAMPS |
| LABEL FT 72 | 7 | 7 | | |
| LABEL FT 73 | 7 | 7 | | |
| LABEL FT 74 | 7 | 7 | | |
| LABEL FT 75 | 7 | 7 | | |
| LABEL FT 76 | 7 | 7 | | |
| LABEL FT 77 | 7 | 7 | | |
| LABEL FT 78 | 7 | 7 | | |
| LABEL FT 79 | 7 | 7 | | |
| LABEL FT 81 | 8 | 8 | HOV | HOV |
| LABEL FT 82 | 8 | 8 | | |
| LABEL FT 83 | 8 | 8 | | |
| LABEL FT 84 | 8 | 8 | | |

"HELABELS.SYN" CONTENTS:

| | | | | | | | | | | |
|-------|----|----|---|---|--------|--|-------------|--|--|--|
| LABEL | FT | 85 | 8 | 8 | | | | | | |
| LABEL | FT | 86 | 8 | 8 | | | | | | |
| LABEL | FT | 87 | 8 | 8 | | | | | | |
| LABEL | FT | 88 | 8 | 8 | | | | | | |
| LABEL | FT | 89 | 8 | 8 | | | | | | |
| LABEL | FT | 91 | 9 | 9 | TOLL | | TOLL | | | |
| LABEL | FT | 92 | 9 | 9 | | | | | | |
| LABEL | FT | 93 | 9 | 9 | | | | | | |
| LABEL | FT | 94 | 9 | 9 | | | | | | |
| LABEL | FT | 95 | 9 | 9 | | | | | | |
| LABEL | FT | 96 | 9 | 9 | | | | | | |
| LABEL | FT | 97 | 9 | 9 | | | | | | |
| LABEL | FT | 98 | 9 | 9 | | | | | | |
| LABEL | FT | 99 | 9 | 9 | | | | | | |
| LABEL | AT | 11 | 1 | 1 | CBD | | CBD | | | |
| LABEL | AT | 12 | 1 | 1 | | | | | | |
| LABEL | AT | 13 | 1 | 1 | | | | | | |
| LABEL | AT | 14 | 1 | 1 | | | | | | |
| LABEL | AT | 21 | 2 | 2 | FRINGE | | FRINGE | | | |
| LABEL | AT | 31 | 3 | 3 | RESID. | | RESIDENTIAL | | | |
| LABEL | AT | 32 | 3 | 3 | | | | | | |
| LABEL | AT | 33 | 3 | 3 | | | | | | |
| LABEL | AT | 34 | 3 | 3 | | | | | | |
| LABEL | AT | 41 | 4 | 4 | OBD | | OBD | | | |
| LABEL | AT | 42 | 4 | 4 | | | | | | |
| LABEL | AT | 43 | 4 | 4 | | | | | | |
| LABEL | AT | 44 | 4 | 4 | | | | | | |
| LABEL | AT | 51 | 5 | 5 | RURAL | | RURAL | | | |
| LABEL | AT | 52 | 5 | 5 | | | | | | |

FACILITY TYPES SELECTED:**FACILITY TYPES SKIPPED:**

| | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | | |

AREA TYPES SELECTED:

AREA TYPES SKIPPED:

| | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | |

| | | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|---|---|
| ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | *** | * | * |
| * | * | * | * | * | * | * | * | * | * | * | * | * |
| * | * | **** | *** | * | **** | * | **** | * | * | * | * | * |
| * | * | * | * | * | * | * | * | * | * | * | * | * |
| **** | **** | **** | **** | * | * | **** | * | * | **** | *** | * | * |

HEVAL MODULE (D5520931.DRIVER.SETUP.FORT(HEVAL))

A GENERAL PURPOSE HIGHWAY EVALUATION PROGRAM DESIGNED TO PROVIDE THE TRANSPORTATION PLANNER WITH A TOOL TO EVALUATE A HIGHWAY ASSIGNMENT. THE PROGRAM OPERATES IN TWO MODES. ONE MODE ALLOWS THE USER TO PRINT A VARIETY OF REPORTS DESIGNED TO ASSIST IN THE TASK OF MODEL VALIDATION. THIS MODE IS REFERRED TO INTERNALLY AS VALIDATION AND IS SET BY THE USER WITH A STATEMENT - "VALIDATE=T" THE OTHER MODE IS AS AN ASSIGNMENT ANALYSIS TOOL. THIS MODE IS GENERALLY USED FOR ASSIGNMENTS TO FUTURE YEAR NETWORKS. THIS MODE IS SET BY THE USER WITH A STATEMENT "ANALYSIS=T".

INPUT DATA FOR THIS RUN:

USES HRLDXY FILE AS DATA SOURCE
RATES=1979 UROAD AND CUTS RATES

OUTPUT DATA SETS FOR THIS RUN:

PRINTOUT ONLY

DATE AND TIME OF THIS RUN:

15DEC04 (DDMMYY) 08:37:36 (HH.MM.SS)

TYPE OF RUN:

ANALYSIS

```
***   ****   **** *   *   *   *   ****   ****   ****   ***   *   *   ***  
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *  
*****   ***   ***   *   *   *   *   *   *   *   *   *   *   *   *   *   *  
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *  
*   *   ****   ****   ***   *   *   *   *   *   *   *   *   *   *   *   *  
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
```

FACILITY AND AREA TYPES AS DEFINED IN THE HNET MODULE:

FACILITY TYPE 1 - FREEWAYS
FACILITY TYPE 2 - EXPRESSWAYS AND DIVIDED ARTERIALS
FACILITY TYPE 3 - UNDIVIDED ARTERIALS
FACILITY TYPE 4 - COLLECTORS
FACILITY TYPE 5 - LOCALS (CENTROID CONNECTORS) - NOT INCLUDED
FACILITY TYPE 6 - ONE WAYS
FACILITY TYPE 8 - HOV LINKS
FACILITY TYPE 9 - TOLL RAMPS

AREA TYPE 1 - CBD
AREA TYPE 2 - FRINGE
AREA TYPE 3 - RESIDENTIAL
AREA TYPE 4 - OBD
AREA TYPE 5 - RURAL

LANE VALUES REPORTED ARE TRUE LANE VALUES.

THE FOLLOWING RATES ARE USED IN THE VARIOUS CALCULATIONS:

ACCIDENT RATES: FREEWAYS - 1.060 PER MILLION VEHICLE MILES
ARTERIALS - 5.830 PER MILLION VEHICLE MILES
LOCALS - 8.630 PER MILLION VEHICLE MILES

INJURY RATES : FREEWAYS - 0.730 PER MILLION VEHICLE MILES
ARTERIALS - 3.850 PER MILLION VEHICLE MILES
LOCALS - 3.490 PER MILLION VEHICLE MILES

FATALITY RATES: FREEWAYS - 0.009 PER MILLION VEHICLE MILES
ARTERIALS - 0.019 PER MILLION VEHICLE MILES
LOCALS - 0.018 PER MILLION VEHICLE MILES

| | | | | | | | | | | | | | |
|-------|-------|-------|------|-----|---|---|-------|-------|-------|-------|-----|----|-----|
| *** | ***** | ***** | * | * | * | * | ***** | ***** | ***** | *** | * | * | *** |
| * | * | * | * | * | * | * | ** | ** | * | * | * | ** | * |
| ***** | *** | *** | * | * | * | * | ** | ** | * | * | * | ** | *** |
| * | * | * | * | * | * | * | * | * | * | * | * | ** | * |
| * | * | **** | **** | *** | * | * | * | * | * | ***** | *** | * | *** |

| CARBON MONOXIDE EMISSIONS (GRAMS PER VEHICLE MILE) | | | | | | | | | | | | | |
|--|--------|--------------|--------|--------------|--------|--------------|--------|--------------|-------|--------------|-------|--------------|-------|
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| 3 SPEED | 3 FT 1 | 3 FT 2 | 3 FT 3 | 3 FT 4 | 3 FT 5 | 3 FT 6 | 3 FT 7 | 3 | 3 | 3 | 3 | 3 | 3 |
| FT 8 | FT 9 | | | | | | | | | | | | |
| 3 LT 20 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 |
| 37.73 | 37.73 | | | | | | | | | | | | |
| 3 20 - 25 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 |
| 27.77 | 27.77 | | | | | | | | | | | | |
| 3 25 - 30 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 |
| 21.82 | 21.82 | | | | | | | | | | | | |
| 3 30 - 35 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 |
| 17.72 | 17.72 | | | | | | | | | | | | |
| 3 35 - 40 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 |
| 14.74 | 14.74 | | | | | | | | | | | | |
| 3 40 - 45 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 |
| 12.49 | 12.49 | | | | | | | | | | | | |
| 3 45 - 50 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 |
| 10.76 | 10.76 | | | | | | | | | | | | |
| 3 50 - 55 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 |
| 10.64 | 10.64 | | | | | | | | | | | | |
| 3 55 - 60 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 |
| 12.84 | 12.84 | | | | | | | | | | | | |
| 3 GE 60 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 |
| 17.23 | 17.23 | | | | | | | | | | | | |

| HYDROCARBON EMISSIONS (GRAMS PER VEHICLE MILES) | | | | | | | | | | | | | |
|---|--------|--------------|--------|--------------|--------|--------------|--------|--------------|------|--------------|------|--------------|------|
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| 3 SPEED | 3 FT 1 | 3 FT 2 | 3 FT 3 | 3 FT 4 | 3 FT 5 | 3 FT 6 | 3 FT 7 | 3 | 3 | 3 | 3 | 3 | 3 |
| FT 8 | FT 9 | | | | | | | | | | | | |
| 3 LT 20 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 |
| 2.30 | 2.30 | | | | | | | | | | | | |
| 3 20 - 25 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 |
| 1.73 | 1.73 | | | | | | | | | | | | |
| 3 25 - 30 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 |
| 1.47 | 1.47 | | | | | | | | | | | | |
| 3 30 - 35 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 |
| 1.29 | 1.29 | | | | | | | | | | | | |
| 3 35 - 40 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 |
| 1.16 | 1.16 | | | | | | | | | | | | |

| | | | | | | | | | | | |
|--|----|----|------|--------------|------|------|------|------|------|------|------|
| ³ | 40 | - | 45 | ³ | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| 1.05 | | | 1.05 | ³ | | | | | | | |
| ³ | 45 | - | 50 | ³ | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| 0.97 | | | 0.97 | ³ | | | | | | | |
| ³ | 50 | - | 55 | ³ | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| 0.95 | | | 0.95 | ³ | | | | | | | |
| ³ | 55 | - | 60 | ³ | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| 0.98 | | | 0.98 | ³ | | | | | | | |
| ³ | GE | 60 | | ³ | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 |
| 1.07 | | | 1.07 | ³ | | | | | | | |
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | |
| -----+-----+ | | | | | | | | | | | |

| OXIDES OF NITROGEN EMISSIONS (GRAMS PER VEHICLE MILE) | | | | | | | | | | | | | | | | |
|--|----|-----------------|--------------|-----------------|--------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|--------------|
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | | | | |
| ³ SPEED | | ³ FT | 1 | ³ FT | 2 | ³ FT | 3 | ³ FT | 4 | ³ FT | 5 | ³ FT | 6 | ³ FT | 7 | ³ |
| FT | 8 | ³ FT | 9 | ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ |
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | | | | |
| ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ |
| ³ | LT | 20 | ³ | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 |
| 1.99 | | | ³ | 1.99 | ³ | | | | | | | | | | | |
| ³ | 20 | - | 25 | ³ | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 |
| 1.89 | | | 1.89 | ³ | | | | | | | | | | | | |
| ³ | 25 | - | 30 | ³ | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 |
| 1.88 | | | 1.88 | ³ | | | | | | | | | | | | |
| ³ | 30 | - | 35 | ³ | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 |
| 1.89 | | | 1.89 | ³ | | | | | | | | | | | | |
| ³ | 35 | - | 40 | ³ | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 |
| 1.91 | | | 1.91 | ³ | | | | | | | | | | | | |
| ³ | 40 | - | 45 | ³ | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 |
| 1.94 | | | 1.94 | ³ | | | | | | | | | | | | |
| ³ | 45 | - | 50 | ³ | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 |
| 1.99 | | | 1.99 | ³ | | | | | | | | | | | | |
| ³ | 50 | - | 55 | ³ | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 |
| 2.25 | | | 2.25 | ³ | | | | | | | | | | | | |
| ³ | 55 | - | 60 | ³ | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 |
| 2.56 | | | 2.56 | ³ | | | | | | | | | | | | |
| ³ | GE | 60 | ³ | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 |
| 2.92 | | | 2.92 | ³ | | | | | | | | | | | | |
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | | | | |
| -----+-----+ | | | | | | | | | | | | | | | | |

FUEL USE (GALLONS PER MILE)

| SPEED | | FT 1 | FT 2 | FT 3 | FT 4 | FT 5 | FT 6 | FT 7 |
|---------|------|------|------|------|------|------|------|------|
| FT 8 | FT 9 | | | | | | | |
| LT 20 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 20 - 25 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 25 - 30 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 30 - 35 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 35 - 40 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 40 - 45 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 45 - 50 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 50 - 55 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 55 - 60 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 60 - 65 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| GE 65 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |

EVAL USES CONSTRUCTION CODES TO CALCULATE NEW AND IMPROVED LANE MILES AND CONSTRUCTION COSTS. THE CODE DEFINITIONS ARE:

CODE

- 1 - ADD 2 LANES, FT REMAINS SAME (ONE WAY - ADD 1 LANE)
2 - ADD 4 LANES, FT REMAINS SAME (ONE WAY - ADD 2 LANES)
3 - ADD 6 LANES, FT REMAINS SAME (ONE WAY - ADD 3 LANES)
4 - ADD 2 LANES, UPGRADE FT BY 1
5 - ADD 2 LANES, UPGRADE FT BY 2
6 - ADD 4 LANES, UPGRADE FT BY 1
7 - NEW CONSTRUCTION - 2 LANES (ONE WAY - 1 LANE)
8 - NEW CONSTRUCTION - 4 LANES (ONE WAY - 2 LANES)
9 - NEW CONSTRUCTION - 6 LANES (ONE WAY - 3 LANES)
0 - NO NEW CONSTRUCTION

CONSTRUCTION COST : THOUSAND DOLLARS PER MILE

| | | FT 1 | FT 2 | FT 3 | FT 4 | FT 5 | FT 6 | FT 7 | |
|---------|---------|---------|---------|---------|---------|------|---------|---------|---|
| FT 8 | FT 9 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| | CODE | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 3 | 1 | 1901.00 | 1478.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | |
| 1901.00 | 1901.00 | 3 | | | | | | | |
| 3 | 2 | 2628.00 | 2464.00 | 2217.00 | 2217.00 | 0.00 | 2217.00 | 2217.00 | |
| 2628.00 | 2628.00 | 3 | | | | | | | |
| 3 | 3 | 2713.00 | 2851.00 | 2534.00 | 2534.00 | 0.00 | 2534.00 | 2534.00 | |
| 2713.00 | 2713.00 | 3 | | | | | | | |
| 3 | 4 | 0.00 | 1478.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | |
| 0.00 | 0.00 | 3 | | | | | | | |
| 3 | 5 | 0.00 | 0.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | |
| 0.00 | 0.00 | 3 | | | | | | | |
| 3 | 6 | 0.00 | 2464.00 | 2217.00 | 2217.00 | 0.00 | 2217.00 | 2217.00 | |
| 0.00 | 0.00 | 3 | | | | | | | |
| 3 | 7 | 0.00 | 1267.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | |
| 0.00 | 0.00 | 3 | | | | | | | |
| 3 | 8 | 2059.00 | 2112.00 | 1760.00 | 1760.00 | 0.00 | 1760.00 | 1760.00 | |
| 2059.00 | 2059.00 | 3 | | | | | | | |
| 3 | 9 | 2628.00 | 2464.00 | 2218.00 | 2218.00 | 0.00 | 2218.00 | 2218.00 | |
| 2628.00 | 2628.00 | 3 | | | | | | | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 6.14 | 1.68 | 88.56 | 56.07 | 2.03 | 154.48 |
| D. ART | 6.45 | 0.47 | 284.22 | 218.48 | 25.19 | 534.81 |
| U. ART | 5.94 | 0.20 | 155.52 | 50.63 | 57.56 | 269.85 |
| COLLCTR | 7.40 | 0.85 | 360.59 | 84.80 | 132.62 | 586.26 |
| 1 WAY | 19.28 | 1.18 | 24.40 | 34.36 | 0.00 | 79.22 |
| RAMP | 6.52 | 1.84 | 57.33 | 38.22 | 2.78 | 106.69 |
| HOV | 0.00 | 0.00 | 48.31 | 3.28 | 0.00 | 51.59 |
| TOLL | 0.00 | 0.00 | 109.94 | 15.45 | 38.28 | 163.67 |
| Totals | 51.73 | 6.22 | 1128.87 | 501.29 | 258.46 | 1946.57 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL LANE MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|---------|---------|--------|---------|
| FREEWAY | 21.36 | 5.72 | 314.50 | 209.26 | 10.40 | 561.24 |
| D. ART | 28.29 | 2.32 | 1296.67 | 1078.67 | 101.50 | 2507.45 |
| U. ART | 17.31 | 0.40 | 392.50 | 177.97 | 160.88 | 749.06 |
| COLLCTR | 20.89 | 1.70 | 907.19 | 257.88 | 290.80 | 1478.46 |
| 1 WAY | 48.25 | 2.53 | 59.65 | 87.52 | 0.00 | 197.95 |
| RAMP | 9.68 | 3.00 | 83.42 | 56.02 | 5.02 | 157.14 |
| HOV | 0.00 | 0.00 | 48.47 | 3.28 | 0.00 | 51.75 |
| TOLL | 0.00 | 0.00 | 295.04 | 30.72 | 100.71 | 426.47 |
| Totals | 145.78 | 15.67 | 3397.44 | 1901.32 | 669.31 | 6129.52 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL DIRECTIONAL SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 6.14 | 1.68 | 92.97 | 56.07 | 2.60 | 159.46 |
| D. ART | 12.90 | 0.94 | 568.44 | 436.96 | 50.38 | 1069.62 |
| U. ART | 11.86 | 0.40 | 311.04 | 101.26 | 115.04 | 539.60 |
| COLLCTR | 14.80 | 1.70 | 721.18 | 169.60 | 265.24 | 1172.52 |
| 1 WAY | 19.28 | 1.18 | 24.40 | 34.36 | 0.00 | 79.22 |
| RAMP | 6.52 | 1.84 | 59.05 | 38.48 | 2.78 | 108.67 |
| HOV | 0.00 | 0.00 | 48.31 | 3.28 | 0.00 | 51.59 |
| TOLL | 0.00 | 0.00 | 110.35 | 15.45 | 38.28 | 164.08 |
| Totals | 71.50 | 7.74 | 1935.74 | 855.46 | 474.32 | 3344.76 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: AVERAGE LINK LENGTH USING SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.16 | 0.13 | 0.30 | 0.31 | 0.41 | 0.29 |
| D. ART | 0.11 | 0.09 | 0.25 | 0.20 | 0.42 | 0.22 |
| U. ART | 0.10 | 0.10 | 0.27 | 0.20 | 0.69 | 0.27 |
| COLLCTR | 0.09 | 0.08 | 0.26 | 0.21 | 0.48 | 0.27 |
| 1 WAY | 0.07 | 0.07 | 0.22 | 0.22 | 0.00 | 0.14 |
| RAMP | 0.10 | 0.09 | 0.12 | 0.09 | 0.12 | 0.11 |
| HOV | 0.00 | 0.00 | 0.17 | 0.15 | 0.00 | 0.17 |
| TOLL | 0.00 | 0.00 | 0.23 | 0.23 | 0.48 | 0.26 |
| Totals | 0.09 | 0.09 | 0.24 | 0.19 | 0.49 | 0.23 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL VMT USING VOLUMES ON LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 421916 | 113289 | 5964161 | 4663315 | 265378 | 11428058 |
| D. ART | 257302 | 15623 | 10570114 | 9964867 | 579563 | 21387470 |
| U. ART | 114242 | 2785 | 2980796 | 1449441 | 596710 | 5143974 |
| COLLCTR | 115460 | 10781 | 4538684 | 1436933 | 544192 | 6646050 |
| 1 WAY | 309826 | 9982 | 399158 | 590408 | 0 | 1309375 |
| RAMP | 136259 | 42322 | 895283 | 704916 | 38711 | 1817491 |
| HOV | 0 | 0 | 612094 | 29846 | 0 | 641940 |
| TOLL | 0 | 0 | 3759475 | 615115 | 1083202 | 5457792 |
| Totals | 1355005 | 194782 | 29719766 | 19454840 | 3107756 | 53832148 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL VMT USING CAPACITY

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 412177 | 110536 | 5864682 | 3917645 | 188443 | 10493483 |
| D. ART | 232592 | 20539 | 11539784 | 9232436 | 1297483 | 22322832 |
| U. ART | 130011 | 2574 | 2919323 | 1370558 | 2040974 | 6463439 |
| COLLCTR | 124403 | 9817 | 5426360 | 1582021 | 1831204 | 8973805 |
| 1 WAY | 372286 | 20371 | 532851 | 702977 | 0 | 1628485 |
| RAMP | 150159 | 46161 | 1264553 | 857680 | 61877 | 2380429 |
| HOV | 0 | 0 | 922681 | 62814 | 0 | 985495 |
| TOLL | 0 | 0 | 5417095 | 570678 | 1797068 | 7784841 |
| Totals | 1421628 | 209998 | 33887328 | 18296808 | 7217048 | 61032808 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: RATIO OF VOLUME OVER CAPACITY VMT

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 1.02 | 1.02 | 1.02 | 1.19 | 1.41 | 1.09 |
| D. ART | 1.11 | 0.76 | 0.92 | 1.08 | 0.45 | 0.96 |
| U. ART | 0.88 | 1.08 | 1.02 | 1.06 | 0.29 | 0.80 |
| COLLCTR | 0.93 | 1.10 | 0.84 | 0.91 | 0.30 | 0.74 |
| 1 WAY | 0.83 | 0.49 | 0.75 | 0.84 | 0.00 | 0.80 |
| RAMP | 0.91 | 0.92 | 0.71 | 0.82 | 0.63 | 0.76 |
| HOV | 0.00 | 0.00 | 0.66 | 0.48 | 0.00 | 0.65 |
| TOLL | 0.00 | 0.00 | 0.69 | 1.08 | 0.60 | 0.70 |
| Totals | 0.95 | 0.93 | 0.88 | 1.06 | 0.43 | 0.88 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL VHT USING VOLUMES ON LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|---------|-------|---------|
| FREEWAY | 14142 | 2840 | 237379 | 177880 | 12308 | 444548 |
| D. ART | 19053 | 532 | 520010 | 580577 | 15107 | 1135279 |
| U. ART | 7332 | 116 | 158902 | 89068 | 14455 | 269873 |
| COLLCTR | 7526 | 1057 | 226129 | 80134 | 17273 | 332119 |
| 1 WAY | 25614 | 652 | 18131 | 32445 | 0 | 76841 |
| RAMP | 8964 | 1861 | 51169 | 36851 | 939 | 99784 |
| HOV | 0 | 0 | 22127 | 971 | 0 | 23098 |
| TOLL | 0 | 0 | 161715 | 18509 | 27923 | 208147 |
| Totals | 82631 | 7059 | 1395561 | 1016435 | 88004 | 2589689 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL VHT USING CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 12607 | 2696 | 195626 | 135883 | 8444 | 355256 |
| D. ART | 15613 | 633 | 503844 | 482735 | 29066 | 1031892 |
| U. ART | 7702 | 107 | 136912 | 70574 | 45123 | 260418 |
| COLLCTR | 7327 | 749 | 228305 | 74459 | 49470 | 360310 |
| 1 WAY | 28996 | 1089 | 21747 | 34371 | 0 | 86204 |
| RAMP | 7491 | 1762 | 53053 | 37083 | 1265 | 100654 |
| HOV | 0 | 0 | 27781 | 1478 | 0 | 29259 |
| TOLL | 0 | 0 | 269928 | 17490 | 69682 | 357101 |
| Totals | 79737 | 7037 | 1437195 | 854074 | 203051 | 2581094 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: RATIO OF VOLUME OVER CAPACITY VHT

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 1.12 | 1.05 | 1.21 | 1.31 | 1.46 | 1.25 |
| D. ART | 1.22 | 0.84 | 1.03 | 1.20 | 0.52 | 1.10 |
| U. ART | 0.95 | 1.09 | 1.16 | 1.26 | 0.32 | 1.04 |
| COLLCTR | 1.03 | 1.41 | 0.99 | 1.08 | 0.35 | 0.92 |
| 1 WAY | 0.88 | 0.60 | 0.83 | 0.94 | 0.00 | 0.89 |
| RAMP | 1.20 | 1.06 | 0.96 | 0.99 | 0.74 | 0.99 |
| HOV | 0.00 | 0.00 | 0.80 | 0.66 | 0.00 | 0.79 |
| TOLL | 0.00 | 0.00 | 0.60 | 1.06 | 0.40 | 0.58 |
| Totals | 1.04 | 1.00 | 0.97 | 1.19 | 0.43 | 1.00 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL VOLUME ON ALL LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|------------------|----------|------------------|------------------|----------|
| FREEWAY | 2808970 | 912924 | 18591216 | 14744509 | 621502 | 37679120 |
| D. ART | 2465874 | 169943 | 43914384 | 52649236 | 1315200100514632 | |
| U. ART | 1158638 | 27928 | 11730666 | 7631727 | 1030324 | 21579282 |
| COLLCTR | 1359595 | 147577 | 18540412 | 6944775 | 1447562 | 28439920 |
| 1 WAY | 4255453 | 147001 | 1726042 | 2869085 | 0 | 8997581 |
| RAMP | 1273377 | 423938 | 7037969 | 6523211 | 282777 | 15541272 |
| HOV | 0 | 0 | 2743868 | 146352 | 0 | 2890220 |
| TOLL | 0 | 0 | 11516435 | 2148631 | 2032906 | 15697972 |
| Totals | 13321908 | 1829310115800992 | 93657528 | 6730271231340000 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|------------------|----------|-------------------|---------|----------|
| FREEWAY | 2643991 | 850477 | 19152390 | 12410507 | 434868 | 35492232 |
| D. ART | 2249046 | 211696 | 46472472 | 47278840 | 3108432 | 99320488 |
| U. ART | 1313236 | 25740 | 11073047 | 6935072 | 2474990 | 21822084 |
| COLLCTR | 1329649 | 127328 | 21565904 | 7417056 | 4076050 | 34515984 |
| 1 WAY | 5513086 | 283316 | 2378181 | 3133106 | 0 | 11307689 |
| RAMP | 1407993 | 439240 | 9801479 | 8551180 | 480714 | 20680606 |
| HOV | 0 | 0 | 5321965 | 418473 | 0 | 5740438 |
| TOLL | 0 | 0 | 18073170 | 2062601 | 3651598 | 23787368 |
| Totals | 14457001 | 1937797133838608 | 88206832 | 14226652252666896 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: RATIO OF VOLUME OVER CAPACITY

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 1.06 | 1.07 | 0.97 | 1.19 | 1.43 | 1.06 |
| D. ART | 1.10 | 0.80 | 0.94 | 1.11 | 0.42 | 1.01 |
| U. ART | 0.88 | 1.08 | 1.06 | 1.10 | 0.42 | 0.99 |
| COLLCTR | 1.02 | 1.16 | 0.86 | 0.94 | 0.36 | 0.82 |
| 1 WAY | 0.77 | 0.52 | 0.73 | 0.92 | 0.00 | 0.80 |
| RAMP | 0.90 | 0.97 | 0.72 | 0.76 | 0.59 | 0.75 |
| HOV | 0.00 | 0.00 | 0.52 | 0.35 | 0.00 | 0.50 |
| TOLL | 0.00 | 0.00 | 0.64 | 1.04 | 0.56 | 0.66 |
| Totals | 0.92 | 0.94 | 0.87 | 1.06 | 0.47 | 0.92 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL VOLUME ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|------------------|----------|----------|------------------|----------|
| FREEWAY | 2808970 | 912924 | 18591216 | 14744509 | 621502 | 37679120 |
| D. ART | 2465874 | 169943 | 43914384 | 52649236 | 1315200100514632 | |
| U. ART | 1158638 | 27928 | 11730666 | 7631727 | 1030324 | 21579282 |
| COLLCTR | 1359595 | 147577 | 18540412 | 6944775 | 1447562 | 28439920 |
| 1 WAY | 4255453 | 147001 | 1726042 | 2869085 | 0 | 8997581 |
| RAMP | 1273377 | 423938 | 7037969 | 6523211 | 282777 | 15541272 |
| HOV | 0 | 0 | 2743868 | 146352 | 0 | 2890220 |
| TOLL | 0 | 0 | 11516435 | 2148631 | 2032906 | 15697972 |
| Totals | 13321908 | 1829310115800992 | 93657528 | | 6730271231340000 | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: VOLUME PERCENTAGES ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 1.21 | 0.39 | 8.04 | 6.37 | 0.27 | 16.29 |
| D. ART | 1.07 | 0.07 | 18.98 | 22.76 | 0.57 | 43.45 |
| U. ART | 0.50 | 0.01 | 5.07 | 3.30 | 0.45 | 9.33 |
| COLLCTR | 0.59 | 0.06 | 8.01 | 3.00 | 0.63 | 12.29 |
| 1 WAY | 1.84 | 0.06 | 0.75 | 1.24 | 0.00 | 3.89 |
| RAMP | 0.55 | 0.18 | 3.04 | 2.82 | 0.12 | 6.72 |
| HOV | 0.00 | 0.00 | 1.19 | 0.06 | 0.00 | 1.25 |
| TOLL | 0.00 | 0.00 | 4.98 | 0.93 | 0.88 | 6.79 |
| Totals | 5.76 | 0.79 | 50.06 | 40.48 | 2.91 | 100.00 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: AVERAGE TOTAL VOLUMES ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|--------|-------|
| FREEWAY | 73920 | 70225 | 63887 | 82372 | 124300 | 71633 |
| D. ART | 40424 | 33989 | 37988 | 47304 | 21920 | 41969 |
| U. ART | 18688 | 13964 | 20190 | 30165 | 12266 | 21975 |
| COLLCTR | 16785 | 13416 | 13272 | 17319 | 5264 | 13136 |
| 1 WAY | 15253 | 9188 | 15691 | 18510 | 0 | 16067 |
| RAMP | 18726 | 21197 | 14393 | 15719 | 12295 | 15312 |
| HOV | 0 | 0 | 9800 | 6652 | 0 | 9570 |
| TOLL | 0 | 0 | 24348 | 32555 | 25411 | 25360 |
| Totals | 22618 | 27303 | 24241 | 35967 | 12771 | 27013 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: ORIGINAL SPEEDS (MPH)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 47.41 | 50.15 | 50.00 | 54.70 | 64.73 | 51.64 |
| D. ART | 30.81 | 40.29 | 34.37 | 35.52 | 47.81 | 35.26 |
| U. ART | 21.12 | 29.27 | 28.57 | 27.97 | 45.60 | 30.65 |
| COLLCTR | 21.41 | 21.79 | 29.74 | 27.95 | 38.71 | 30.90 |
| 1 WAY | 20.72 | 22.91 | 32.89 | 34.37 | 0.00 | 29.09 |
| RAMP | 39.80 | 37.05 | 36.36 | 35.56 | 54.51 | 36.58 |
| HOV | 0.00 | 0.00 | 60.69 | 68.81 | 0.00 | 61.15 |
| TOLL | 0.00 | 0.00 | 43.90 | 46.93 | 59.97 | 47.20 |
| Totals | 24.69 | 31.00 | 32.68 | 33.58 | 42.51 | 33.78 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: CONGESTED SPEEDS (MPH)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 34.11 | 40.81 | 30.50 | 29.24 | 22.32 | 30.07 |
| D. ART | 14.48 | 30.65 | 22.34 | 18.72 | 41.47 | 21.01 |
| U. ART | 16.38 | 24.00 | 20.39 | 19.05 | 43.82 | 22.54 |
| COLLCTR | 16.91 | 13.11 | 22.74 | 20.13 | 37.06 | 24.28 |
| 1 WAY | 13.02 | 16.50 | 22.52 | 20.47 | 0.00 | 18.36 |
| RAMP | 17.17 | 24.70 | 22.07 | 20.61 | 43.66 | 21.48 |
| HOV | 0.00 | 0.00 | 33.15 | 42.60 | 0.00 | 33.62 |
| TOLL | 0.00 | 0.00 | 17.45 | 30.16 | 33.24 | 20.61 |
| Totals | 15.78 | 21.25 | 22.26 | 19.83 | 38.48 | 22.71 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: PERCENT CHANGE IN SPEED

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|--------|--------|--------|--------|
| FREEWAY | -28.06 | -18.62 | -38.99 | -46.55 | -65.52 | -41.78 |
| D. ART | -53.01 | -23.91 | -35.00 | -47.28 | -13.27 | -40.42 |
| U. ART | -22.44 | -18.00 | -28.62 | -31.89 | -3.89 | -26.44 |
| COLLCTR | -21.01 | -39.85 | -23.52 | -27.97 | -4.26 | -21.44 |
| 1 WAY | -37.16 | -27.97 | -31.54 | -40.44 | 0.00 | -36.87 |
| RAMP | -56.85 | -33.33 | -39.29 | -42.03 | -19.90 | -41.29 |
| HOV | 0.00 | 0.00 | -45.39 | -38.10 | 0.00 | -45.02 |
| TOLL | 0.00 | 0.00 | -60.26 | -35.75 | -44.57 | -56.34 |
| Totals | -36.09 | -31.44 | -31.88 | -40.93 | -9.49 | -32.78 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL VMT USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 421916 | 113289 | 5964161 | 4663315 | 265378 | 11428058 |
| D. ART | 257302 | 15623 | 10570114 | 9964867 | 579563 | 21387470 |
| U. ART | 114242 | 2785 | 2980796 | 1449441 | 596710 | 5143974 |
| COLLCTR | 115460 | 10781 | 4538684 | 1436933 | 544192 | 6646050 |
| 1 WAY | 309826 | 9982 | 399158 | 590408 | 0 | 1309375 |
| RAMP | 136259 | 42322 | 895283 | 704916 | 38711 | 1817491 |
| HOV | 0 | 0 | 612094 | 29846 | 0 | 641940 |
| TOLL | 0 | 0 | 3690428 | 615030 | 1080793 | 5386252 |
| Totals | 1355005 | 194782 | 29650718 | 19454756 | 3105347 | 53760608 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL VHT (FREE-FLOW TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 8907 | 2258 | 119311 | 85191 | 4100 | 219767 |
| D. ART | 8340 | 390 | 307811 | 280984 | 11970 | 609496 |
| U. ART | 5310 | 95 | 103339 | 50920 | 13368 | 173032 |
| COLLCTR | 5224 | 495 | 148160 | 49356 | 14251 | 217485 |
| 1 WAY | 14643 | 423 | 12014 | 17413 | 0 | 44492 |
| RAMP | 3339 | 1105 | 23212 | 18077 | 723 | 46456 |
| HOV | 0 | 0 | 10044 | 421 | 0 | 10465 |
| TOLL | 0 | 0 | 82683 | 12752 | 17876 | 113311 |
| Totals | 45762 | 4765 | 806574 | 515114 | 62289 | 1434504 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL VHT (CONGESTED TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|---------|-------|---------|
| FREEWAY | 14142 | 2840 | 237379 | 177880 | 12308 | 444548 |
| D. ART | 19053 | 532 | 520010 | 580577 | 15107 | 1135279 |
| U. ART | 7332 | 116 | 158902 | 89068 | 14455 | 269873 |
| COLLCTR | 7526 | 1057 | 226129 | 80134 | 17273 | 332119 |
| 1 WAY | 25614 | 652 | 18131 | 32445 | 0 | 76841 |
| RAMP | 8964 | 1861 | 51169 | 36851 | 939 | 99784 |
| HOV | 0 | 0 | 22127 | 971 | 0 | 23098 |
| TOLL | 0 | 0 | 161715 | 18509 | 27923 | 208147 |
| Totals | 82631 | 7059 | 1395561 | 1016435 | 88004 | 2589689 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: SPEEDS (FREE-FLOW TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 47.37 | 50.18 | 49.99 | 54.74 | 64.72 | 52.00 |
| D. ART | 30.85 | 40.09 | 34.34 | 35.46 | 48.42 | 35.09 |
| U. ART | 21.52 | 29.27 | 28.84 | 28.46 | 44.64 | 29.73 |
| COLLCTR | 22.10 | 21.80 | 30.63 | 29.11 | 38.19 | 30.56 |
| 1 WAY | 21.16 | 23.57 | 33.23 | 33.91 | 0.00 | 29.43 |
| RAMP | 40.81 | 38.30 | 38.57 | 39.00 | 53.52 | 39.12 |
| HOV | 0.00 | 0.00 | 60.94 | 70.84 | 0.00 | 61.34 |
| TOLL | 0.00 | 0.00 | 44.63 | 48.23 | 60.46 | 47.54 |
| Totals | 29.61 | 40.87 | 36.76 | 37.77 | 49.85 | 37.48 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: SPEEDS (CONGESTED TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 29.83 | 39.89 | 25.13 | 26.22 | 21.56 | 25.71 |
| D. ART | 13.50 | 29.35 | 20.33 | 17.16 | 38.36 | 18.84 |
| U. ART | 15.58 | 23.92 | 18.76 | 16.27 | 41.28 | 19.06 |
| COLLCTR | 15.34 | 10.20 | 20.07 | 17.93 | 31.51 | 20.01 |
| 1 WAY | 12.10 | 15.31 | 22.02 | 18.20 | 0.00 | 17.04 |
| RAMP | 15.20 | 22.74 | 17.50 | 19.13 | 41.22 | 18.21 |
| HOV | 0.00 | 0.00 | 27.66 | 30.75 | 0.00 | 27.79 |
| TOLL | 0.00 | 0.00 | 22.82 | 33.23 | 38.71 | 25.88 |
| Totals | 16.40 | 27.60 | 21.25 | 19.14 | 35.29 | 20.76 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: PERCENT CHANGE IN SPEED USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|--------|--------|--------|--------|
| FREEWAY | -37.02 | -20.51 | -49.74 | -52.11 | -66.69 | -50.56 |
| D. ART | -56.22 | -26.79 | -40.81 | -51.60 | -20.76 | -46.31 |
| U. ART | -27.58 | -18.29 | -34.97 | -42.83 | -7.52 | -35.88 |
| COLLCTR | -30.59 | -53.19 | -34.48 | -38.41 | -17.50 | -34.52 |
| 1 WAY | -42.83 | -35.07 | -33.74 | -46.33 | 0.00 | -42.10 |
| RAMP | -62.75 | -40.63 | -54.64 | -50.95 | -22.98 | -53.44 |
| HOV | 0.00 | 0.00 | -54.61 | -56.60 | 0.00 | -54.69 |
| TOLL | 0.00 | 0.00 | -48.87 | -31.10 | -35.98 | -45.56 |
| Totals | -44.62 | -32.49 | -42.20 | -49.32 | -29.22 | -44.61 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL ACCIDENT OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 0.45 | 0.12 | 6.32 | 4.94 | 0.28 | 12.11 |
| D. ART | 1.50 | 0.09 | 61.62 | 58.10 | 3.38 | 124.69 |
| U. ART | 0.66 | 0.02 | 17.11 | 8.32 | 3.43 | 29.53 |
| COLLCTR | 0.61 | 0.06 | 24.01 | 7.60 | 2.88 | 35.16 |
| 1 WAY | 1.78 | 0.06 | 2.29 | 3.39 | 0.00 | 7.52 |
| RAMP | 0.78 | 0.24 | 5.14 | 4.05 | 0.22 | 10.43 |
| HOV | 0.00 | 0.00 | 0.65 | 0.03 | 0.00 | 0.68 |
| TOLL | 0.00 | 0.00 | 3.99 | 0.65 | 1.15 | 5.79 |
| Totals | 5.77 | 0.58 | 121.13 | 87.08 | 11.33 | 225.90 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL INJURY OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 0.31 | 0.08 | 4.35 | 3.40 | 0.19 | 8.34 |
| D. ART | 0.99 | 0.06 | 40.69 | 38.36 | 2.23 | 82.34 |
| U. ART | 0.40 | 0.01 | 10.49 | 5.10 | 2.10 | 18.11 |
| COLLCTR | 0.36 | 0.03 | 14.16 | 4.48 | 1.70 | 20.74 |
| 1 WAY | 1.09 | 0.04 | 1.41 | 2.08 | 0.00 | 4.61 |
| RAMP | 0.48 | 0.15 | 3.15 | 2.48 | 0.14 | 6.40 |
| HOV | 0.00 | 0.00 | 0.45 | 0.02 | 0.00 | 0.47 |
| TOLL | 0.00 | 0.00 | 2.74 | 0.45 | 0.79 | 3.98 |
| Totals | 3.63 | 0.37 | 77.45 | 56.38 | 7.15 | 144.99 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL FATALITY OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.00 | 0.00 | 0.05 | 0.04 | 0.00 | 0.10 |
| D. ART | 0.00 | 0.00 | 0.20 | 0.19 | 0.01 | 0.41 |
| U. ART | 0.00 | 0.00 | 0.06 | 0.03 | 0.01 | 0.10 |
| COLLCTR | 0.00 | 0.00 | 0.08 | 0.02 | 0.01 | 0.11 |
| 1 WAY | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.02 |
| RAMP | 0.00 | 0.00 | 0.02 | 0.01 | 0.00 | 0.03 |
| HOV | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 |
| TOLL | 0.00 | 0.00 | 0.03 | 0.01 | 0.01 | 0.05 |
| Totals | 0.02 | 0.00 | 0.45 | 0.31 | 0.04 | 0.83 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL EMISSIONS OF CARBON MONOXIDE (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 7878 | 1509 | 108651 | 92540 | 7563 | 218141 |
| D. ART | 8692 | 306 | 285235 | 306165 | 8418 | 608817 |
| U. ART | 4076 | 72 | 89398 | 45437 | 7829 | 146811 |
| COLLCTR | 4144 | 396 | 123549 | 42762 | 8917 | 179768 |
| 1 WAY | 11506 | 302 | 10027 | 16950 | 0 | 38785 |
| RAMP | 3575 | 993 | 22003 | 17926 | 648 | 45145 |
| HOV | 0 | 0 | 13481 | 683 | 0 | 14164 |
| TOLL | 0 | 0 | 53249 | 10535 | 18553 | 82337 |
| Totals | 39871 | 3580 | 705592 | 532997 | 51928 | 1333968 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL EMISSIONS OF HYDROCARBONS (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|-------|
| FREEWAY | 566 | 123 | 7890 | 6514 | 489 | 15583 |
| D. ART | 536 | 21 | 18307 | 19187 | 661 | 38712 |
| U. ART | 249 | 5 | 5615 | 2824 | 644 | 9336 |
| COLLCTR | 253 | 24 | 7908 | 2688 | 671 | 11544 |
| 1 WAY | 702 | 19 | 660 | 1079 | 0 | 2460 |
| RAMP | 234 | 67 | 1459 | 1177 | 45 | 2982 |
| HOV | 0 | 0 | 905 | 43 | 0 | 948 |
| TOLL | 0 | 0 | 4239 | 776 | 1164 | 6180 |
| Totals | 2541 | 259 | 46983 | 34288 | 3674 | 87746 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL EMISSIONS OF OXIDES OF NITROGEN (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 816 | 223 | 11671 | 9164 | 523 | 22398 |
| D. ART | 503 | 30 | 20240 | 19314 | 1220 | 41307 |
| U. ART | 225 | 5 | 5753 | 2804 | 1173 | 9960 |
| COLLCTR | 228 | 21 | 8688 | 2770 | 1036 | 12743 |
| 1 WAY | 615 | 19 | 769 | 1142 | 0 | 2545 |
| RAMP | 267 | 81 | 1741 | 1375 | 93 | 3557 |
| HOV | 0 | 0 | 1302 | 68 | 0 | 1371 |
| TOLL | 0 | 0 | 7315 | 1181 | 3115 | 11611 |
| Totals | 2654 | 380 | 57479 | 37818 | 7160 | 105491 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL FUEL USE (GALS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|---------|--------|---------|
| FREEWAY | 26404 | 7090 | 373237 | 291830 | 16607 | 715168 |
| D. ART | 16102 | 978 | 661478 | 623602 | 36269 | 1338428 |
| U. ART | 7149 | 174 | 186538 | 90706 | 37342 | 321910 |
| COLLCTR | 7226 | 675 | 284031 | 89923 | 34056 | 415910 |
| 1 WAY | 19389 | 625 | 24979 | 36948 | 0 | 81941 |
| RAMP | 8527 | 2649 | 56027 | 44114 | 2423 | 113739 |
| HOV | 0 | 0 | 38305 | 1868 | 0 | 40173 |
| TOLL | 0 | 0 | 235268 | 38494 | 67787 | 341549 |
| Totals | 84796 | 12189 | 1859863 | 1217484 | 194483 | 3368815 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL NEW LANE MILEAGE

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|--------|-----|--------|--------|-----|-------|-------|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL CONSTRUCTION COST (X \$1000)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|--------|-----|--------|--------|-----|-------|-------|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- REPORT: TOTAL DELAY DUE TO CONGESTION (VEH-HRS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------------------------|------------------|------------------|----------|-------|
| FREEWAY | 5235.28 | 582.41118067.18 | 92688.51 | 8207.96224781.34 | | |
| D. ART | 10712.45 | 142.59212199.11299592.34 | 3136.33525782.81 | | | |
| U. ART | 2021.89 | 21.30 55563.05 | 38148.07 | 1086.81 | 96841.12 | |
| COLLCTR | 2302.25 | 562.01 77968.79 | 30778.81 | 3021.87114633.72 | | |
| 1 WAY | 10971.00 | 228.70 6116.90 | 15032.07 | 0.00 | 32348.67 | |
| RAMP | 5625.29 | 756.10 27957.07 | 18774.18 | 215.82 | 53328.46 | |
| HOV | 0.00 | 0.00 12083.18 | 549.35 | 0.00 | 12632.53 | |
| TOLL | 0.00 | 0.00 79032.49 | 5757.25 | 10046.46 | 94836.20 | |
| Totals | 36868.16 | 2293.11588987.75501320.59 | 25715.25***** | | | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) : MILES OF ROADWAY AT EACH LEVEL OF SERVICE

| | LEVEL OF SERVICE | | | | | | |
|---------|------------------|--------|--------|--------|--------|--------|---------|
| | A | B | C | D | E | F | TOTAL |
| FREEWAY | 29.58 | 20.16 | 18.25 | 26.81 | 31.19 | 28.47 | 154.48 |
| D. ART | 128.23 | 84.57 | 113.16 | 87.88 | 63.51 | 57.45 | 534.81 |
| U. ART | 106.61 | 25.94 | 29.64 | 25.43 | 25.23 | 57.01 | 269.85 |
| COLLCTR | 325.14 | 50.45 | 51.21 | 47.15 | 40.03 | 72.28 | 586.26 |
| 1 WAY | 38.00 | 13.31 | 13.67 | 5.32 | 1.79 | 7.13 | 79.22 |
| RAMP | 58.24 | 9.65 | 11.05 | 7.16 | 5.83 | 14.76 | 106.69 |
| HOV | 28.43 | 12.06 | 10.60 | 0.50 | 0.00 | 0.00 | 51.59 |
| TOLL | 117.18 | 17.09 | 9.46 | 11.18 | 3.83 | 4.93 | 163.67 |
| Total | 831.41 | 233.23 | 257.04 | 211.44 | 171.41 | 242.04 | 1946.57 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) : PERCENT OF MILEAGE AT EACH LEVEL OF SERVICE

| | LEVEL OF SERVICE | | | | | | |
|---------|------------------|-------|-------|-------|------|-------|--------|
| | A | B | C | D | E | F | TOTAL |
| FREEWAY | 1.52 | 1.04 | 0.94 | 1.38 | 1.60 | 1.46 | 7.94 |
| D. ART | 6.59 | 4.34 | 5.81 | 4.51 | 3.26 | 2.95 | 27.47 |
| U. ART | 5.48 | 1.33 | 1.52 | 1.31 | 1.30 | 2.93 | 13.86 |
| COLLCTR | 16.70 | 2.59 | 2.63 | 2.42 | 2.06 | 3.71 | 30.12 |
| 1 WAY | 1.95 | 0.68 | 0.70 | 0.27 | 0.09 | 0.37 | 4.07 |
| RAMP | 2.99 | 0.50 | 0.57 | 0.37 | 0.30 | 0.76 | 5.48 |
| HOV | 1.46 | 0.62 | 0.54 | 0.03 | 0.00 | 0.00 | 2.65 |
| TOLL | 6.02 | 0.88 | 0.49 | 0.57 | 0.20 | 0.25 | 8.41 |
| Total | 42.71 | 11.98 | 13.20 | 10.86 | 8.81 | 12.43 | 100.00 |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 1 | 1651 | 1652 | 28818. | 63392. | 0.45 | 21 | 51 |
| 1 | 1652 | 2603 | 28818. | 63392. | 0.45 | 21 | 51 |
| 1 | 2161 | 2516 | 35006. | 36218. | 0.97 | 23 | 31 |
| 1 | 2345 | 7268 | 29238. | 18750. | 1.56 | 98 | 31 |
| 1 | 2429 | 7168 | 18097. | 34783. | 0.52 | 92 | 51 |
| 1 | 2504 | 8497 | 16018. | 12870. | 1.24 | 37 | 31 |
| 1 | 2506 | 2507 | 33278. | 34348. | 0.97 | 24 | 31 |
| 1 | 2509 | 2510 | 62362. | 51978. | 1.20 | 24 | 31 |
| 1 | 2520 | 8494 | 50970. | 51978. | 0.98 | 24 | 31 |
| 1 | 2521 | 8494 | 64094. | 51978. | 1.23 | 24 | 31 |
| 1 | 2523 | 2524 | 6861. | 11522. | 0.60 | 45 | 31 |
| 1 | 2525 | 2526 | 17219. | 24914. | 0.69 | 44 | 31 |
| 1 | 2529 | 2580 | 10252. | 11522. | 0.89 | 45 | 31 |
| 1 | 2531 | 7437 | 17937. | 9218. | 1.95 | 47 | 31 |
| 1 | 2533 | 2592 | 22113. | 13740. | 1.61 | 36 | 31 |
| 1 | 2536 | 7793 | 59930. | 51978. | 1.15 | 24 | 42 |
| 1 | 2541 | 2430 | 110017. | 72478. | 1.52 | 12 | 51 |
| 1 | 2547 | 2712 | 26261. | 16086. | 1.63 | 33 | 31 |
| 1 | 2612 | 7417 | 19611. | 54359. | 0.36 | 92 | 51 |
| 1 | 2685 | 3316 | 54734. | 54326. | 1.01 | 23 | 31 |
| 1 | 3317 | 8497 | 16047. | 12870. | 1.25 | 37 | 31 |
| 1 | 3856 | 4985 | 131306. | 74478. | 1.76 | 12 | 31 |
| 1 | 4258 | 2541 | 110012. | 72478. | 1.52 | 12 | 51 |
| 1 | 4970 | 4975 | 0. | 18750. | 0.00 | 12 | 31 |
| 1 | 4995 | 3858 | 131289. | 74478. | 1.76 | 12 | 31 |
| 1 | 4998 | 5001 | 0. | 18750. | 0.00 | 12 | 31 |
| 1 | 5175 | 7750 | 51776. | 74478. | 0.70 | 92 | 31 |
| 1 | 5195 | 6887 | 48818. | 74478. | 0.66 | 92 | 31 |
| 1 | 7074 | 2500 | 19611. | 34783. | 0.56 | 92 | 51 |
| 1 | 7168 | 7426 | 18097. | 34783. | 0.52 | 92 | 51 |
| 1 | 7268 | 7274 | 29238. | 18750. | 1.56 | 98 | 31 |
| 1 | 7274 | 4484 | 29238. | 18750. | 1.56 | 98 | 31 |
| 1 | 7417 | 7074 | 19611. | 34783. | 0.56 | 92 | 51 |
| 1 | 7426 | 2431 | 18097. | 54359. | 0.33 | 92 | 51 |
| 1 | TOTALS | | 1334774. | 1356798. | 0.98 | SCREEN LINE 1 | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 2 | 1532 | 2971 | 65933. | 48260. | 1.37 | 24 | 51 |
| 2 | 1532 | 4481 | 65933. | 48260. | 1.37 | 24 | 51 |
| 2 | 2170 | 6508 | 30204. | 34348. | 0.88 | 24 | 31 |
| 2 | 2427 | 2426 | 37145. | 54359. | 0.68 | 92 | 51 |
| 2 | 2458 | 7923 | 42774. | 55989. | 0.76 | 92 | 31 |
| 2 | 2491 | 5979 | 8331. | 9218. | 0.90 | 47 | 31 |
| 2 | 2859 | 2717 | 39150. | 54359. | 0.72 | 92 | 51 |
| 2 | 3175 | 3658 | 13034. | 11522. | 1.13 | 45 | 31 |
| 2 | 3574 | 7266 | 14768. | 24914. | 0.59 | 44 | 31 |
| 2 | 3781 | 5727 | 8934. | 12870. | 0.69 | 37 | 31 |
| 2 | 3788 | 5881 | 11919. | 11522. | 1.03 | 45 | 31 |
| 2 | 4053 | 4054 | 22880. | 55989. | 0.41 | 12 | 31 |
| 2 | 4056 | 4052 | 35643. | 55989. | 0.64 | 12 | 31 |
| 2 | 4250 | 7275 | 26466. | 36218. | 0.73 | 23 | 44 |
| 2 | 4273 | 4275 | 51124. | 51978. | 0.98 | 24 | 41 |
| 2 | 4620 | 7269 | 34185. | 51978. | 0.66 | 24 | 31 |
| 2 | 5082 | 9917 | 49222. | 50544. | 0.97 | 25 | 31 |
| 2 | 5083 | 7316 | 38950. | 24914. | 1.56 | 44 | 31 |
| 2 | 5084 | 9917 | 37198. | 50544. | 0.74 | 25 | 31 |
| 2 | 5349 | 5352 | 45774. | 51978. | 0.88 | 24 | 31 |
| 2 | 5582 | 7327 | 31874. | 34348. | 0.93 | 24 | 31 |
| 2 | 5726 | 5728 | 46879. | 50544. | 0.93 | 25 | 42 |
| 2 | 5879 | 5883 | 35502. | 34348. | 1.03 | 24 | 31 |
| 2 | 5976 | 5981 | 42844. | 34348. | 1.25 | 24 | 42 |
| 2 | 6074 | 6076 | 60570. | 51978. | 1.17 | 24 | 31 |
| 2 | 6153 | 6156 | 62873. | 51978. | 1.21 | 24 | 31 |
| 2 | 6199 | 7345 | 15509. | 11522. | 1.35 | 45 | 31 |
| 2 | 6251 | 6937 | 36098. | 55989. | 0.64 | 92 | 31 |
| 2 | 6252 | 7974 | 13958. | 9218. | 1.51 | 46 | 41 |
| 2 | 6253 | 6254 | 5390. | 9218. | 0.58 | 46 | 31 |
| 2 | 6307 | 6308 | 33951. | 34348. | 0.99 | 24 | 31 |
| 2 | 6337 | 9879 | 15781. | 16086. | 0.98 | 33 | 31 |
| 2 | 6342 | 9879 | 16351. | 16086. | 1.02 | 33 | 31 |
| 2 | 6384 | 9880 | 31820. | 34348. | 0.93 | 24 | 41 |
| 2 | 6387 | 9880 | 32256. | 34348. | 0.94 | 24 | 41 |
| 2 | 6452 | 6458 | 19069. | 34348. | 0.56 | 24 | 41 |
| 2 | 6456 | 7512 | 15208. | 12870. | 1.18 | 37 | 31 |
| 2 | 6556 | 6558 | 9306. | 12500. | 0.74 | 43 | 51 |
| 2 | 6607 | 6608 | 8072. | 25000. | 0.32 | 43 | 51 |
| 2 | 6935 | 6936 | 42774. | 55989. | 0.76 | 92 | 31 |
| 2 | 6936 | 8194 | 42774. | 55989. | 0.76 | 92 | 31 |
| 2 | 6937 | 6941 | 36098. | 55989. | 0.64 | 92 | 31 |
| 2 | 6941 | 7927 | 36098. | 55989. | 0.64 | 92 | 31 |
| 2 | 7271 | 7810 | 20867. | 24914. | 0.84 | 44 | 41 |
| 2 | 7808 | 7890 | 5624. | 24914. | 0.23 | 44 | 41 |
| 2 | 7923 | 6935 | 42774. | 55989. | 0.76 | 92 | 31 |
| 2 | 7927 | 2456 | 36098. | 55989. | 0.64 | 92 | 31 |
| 2 | TOTALS | | 1475982. | 1744940. | 0.85 | SCREEN LINE 2 | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 3 | 1525 | 4277 | 6410. | 12500. | 0.51 | 43 | 51 |
| 3 | 2134 | 2139 | 24008. | 22761. | 1.05 | 64 | 43 |
| 3 | 2138 | 2133 | 23643. | 22761. | 1.04 | 64 | 43 |
| 3 | 2405 | 4249 | 33890. | 54359. | 0.62 | 92 | 51 |
| 3 | 2715 | 3138 | 28145. | 34348. | 0.82 | 24 | 31 |
| 3 | 2715 | 9780 | 28328. | 34348. | 0.82 | 24 | 44 |
| 3 | 2970 | 6069 | 28766. | 34348. | 0.84 | 24 | 31 |
| 3 | 2973 | 7381 | 4188. | 32956. | 0.13 | 41 | 31 |
| 3 | 2976 | 8381 | 10271. | 9218. | 1.11 | 46 | 31 |
| 3 | 2991 | 9783 | 11104. | 16892. | 0.66 | 24 | 31 |
| 3 | 2992 | 9783 | 14335. | 16892. | 0.85 | 24 | 31 |
| 3 | 2994 | 2997 | 30821. | 34348. | 0.90 | 24 | 31 |
| 3 | 3000 | 3651 | 17245. | 18044. | 0.96 | 23 | 31 |
| 3 | 3007 | 7593 | 56924. | 51978. | 1.10 | 24 | 41 |
| 3 | 3099 | 7825 | 26672. | 34348. | 0.78 | 24 | 31 |
| 3 | 3137 | 3138 | 35145. | 51978. | 0.68 | 24 | 41 |
| 3 | 3139 | 9780 | 20818. | 34348. | 0.61 | 24 | 44 |
| 3 | 3142 | 3143 | 39174. | 34348. | 1.14 | 24 | 41 |
| 3 | 3146 | 3147 | 56231. | 51978. | 1.08 | 24 | 41 |
| 3 | 3150 | 3628 | 31547. | 34348. | 0.92 | 24 | 31 |
| 3 | 3156 | 9778 | 28798. | 32956. | 0.87 | 41 | 31 |
| 3 | 3157 | 9778 | 28991. | 32956. | 0.88 | 41 | 31 |
| 3 | 3160 | 3161 | 9665. | 11522. | 0.84 | 45 | 31 |
| 3 | 3166 | 7404 | 45631. | 51978. | 0.88 | 24 | 31 |
| 3 | 3173 | 3174 | 12857. | 11522. | 1.12 | 45 | 31 |
| 3 | 3181 | 3182 | 12482. | 12870. | 0.97 | 37 | 31 |
| 3 | 3187 | 3297 | 23360. | 25782. | 0.91 | 37 | 31 |
| 3 | 3206 | 8097 | 17435. | 17174. | 1.02 | 32 | 41 |
| 3 | 3209 | 8096 | 37390. | 34348. | 1.09 | 24 | 41 |
| 3 | 3302 | 3303 | 42660. | 34348. | 1.24 | 24 | 31 |
| 3 | 3307 | 7414 | 1597. | 9218. | 0.17 | 46 | 31 |
| 3 | 3721 | 4277 | 40552. | 54326. | 0.75 | 23 | 41 |
| 3 | 3884 | 3889 | 99503. | 74478. | 1.34 | 12 | 31 |
| 3 | 3885 | 3883 | 99116. | 74478. | 1.33 | 12 | 31 |
| 3 | 4223 | 4220 | 94537. | 74478. | 1.27 | 12 | 41 |
| 3 | 4225 | 4219 | 98579. | 74478. | 1.32 | 12 | 41 |
| 3 | 4244 | 3205 | 31638. | 54359. | 0.58 | 92 | 51 |
| 3 | 4785 | 4793 | 16691. | 19293. | 0.87 | 81 | 31 |
| 3 | 4787 | 4780 | 18611. | 19293. | 0.96 | 81 | 31 |
| 3 | TOTALS | | 1287758. | 1356958. | 0.95 | SCREEN LINE 3 | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 4 | 2045 | 2040 | 67465. | 55989. | 1.20 | 12 | 31 |
| 4 | 2292 | 4046 | 116913. | 74478. | 1.57 | 12 | 41 |
| 4 | 2500 | 4329 | 19611. | 34783. | 0.56 | 92 | 51 |
| 4 | 2621 | 7439 | 40024. | 51978. | 0.77 | 24 | 31 |
| 4 | 2695 | 2429 | 18097. | 34783. | 0.52 | 92 | 51 |
| 4 | 2729 | 2732 | 14373. | 24914. | 0.58 | 44 | 31 |
| 4 | 2736 | 2737 | 66906. | 55989. | 1.19 | 12 | 31 |
| 4 | 2874 | 4235 | 30661. | 32956. | 0.93 | 41 | 31 |
| 4 | 2991 | 2994 | 14184. | 13740. | 1.03 | 36 | 31 |
| 4 | 3109 | 4221 | 46718. | 34348. | 1.36 | 24 | 41 |
| 4 | 3232 | 3234 | 51101. | 50544. | 1.01 | 25 | 41 |
| 4 | 3255 | 8505 | 18784. | 12870. | 1.46 | 37 | 31 |
| 4 | 3421 | 4206 | 62421. | 63566. | 0.98 | 24 | 41 |
| 4 | 3423 | 4197 | 71358. | 51978. | 1.37 | 24 | 44 |
| 4 | 3592 | 3594 | 26234. | 24914. | 1.05 | 44 | 44 |
| 4 | 3763 | 8505 | 16818. | 12870. | 1.31 | 37 | 31 |
| 4 | 4134 | 5996 | 46323. | 34348. | 1.35 | 24 | 31 |
| 4 | 4146 | 4163 | 35031. | 37500. | 0.93 | 12 | 31 |
| 4 | 4162 | 4144 | 31098. | 37500. | 0.83 | 12 | 31 |
| 4 | 4200 | 7656 | 19586. | 12870. | 1.52 | 37 | 44 |
| 4 | 4231 | 4315 | 52004. | 55989. | 0.93 | 12 | 31 |
| 4 | 4306 | 2985 | 48311. | 55989. | 0.86 | 12 | 31 |
| 4 | 4429 | 9813 | 45245. | 51978. | 0.87 | 24 | 44 |
| 4 | 4636 | 4637 | 52161. | 51978. | 1.00 | 24 | 44 |
| 4 | 4637 | 7875 | 63190. | 51978. | 1.22 | 24 | 41 |
| 4 | 4773 | 9813 | 47470. | 51978. | 0.91 | 24 | 44 |
| 4 | 4777 | 9830 | 15118. | 11522. | 1.31 | 45 | 41 |
| 4 | 4783 | 9830 | 14466. | 11522. | 1.26 | 45 | 41 |
| 4 | 4926 | 4928 | 46201. | 34392. | 1.34 | 32 | 41 |
| 4 | 4927 | 2291 | 103176. | 74478. | 1.39 | 12 | 41 |
| 4 | 5103 | 5104 | 61342. | 51978. | 1.18 | 24 | 41 |
| 4 | 5367 | 7385 | 49731. | 34348. | 1.45 | 24 | 41 |
| 4 | 5606 | 7390 | 44412. | 33392. | 1.33 | 25 | 41 |
| 4 | 5750 | 5751 | 61497. | 50544. | 1.22 | 25 | 41 |
| 4 | 5906 | 5908 | 48383. | 34348. | 1.41 | 24 | 31 |
| 4 | 6100 | 6101 | 43597. | 50544. | 0.86 | 25 | 41 |
| 4 | 7300 | 8071 | 47638. | 34348. | 1.39 | 24 | 41 |
| 4 | 8391 | 8392 | 11027. | 16086. | 0.69 | 41 | 41 |
| 4 | TOTALS | | 1668676. | 1510310. | 1.10 | SCREEN LINE 4 | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 5 | 2097 | 2103 | 14415. | 22761. | 0.63 | 64 | 43 |
| 5 | 2102 | 2097 | 13312. | 22761. | 0.58 | 64 | 43 |
| 5 | 2725 | 2730 | 31218. | 32956. | 0.95 | 41 | 44 |
| 5 | 3428 | 3429 | 61761. | 51978. | 1.19 | 24 | 44 |
| 5 | 3437 | 3439 | 25097. | 12870. | 1.95 | 37 | 44 |
| 5 | 3446 | 3447 | 13914. | 23608. | 0.59 | 45 | 41 |
| 5 | 3456 | 3457 | 50538. | 51978. | 0.97 | 24 | 41 |
| 5 | 3463 | 3464 | 12139. | 22761. | 0.53 | 64 | 41 |
| 5 | 3467 | 3466 | 10215. | 22761. | 0.45 | 64 | 41 |
| 5 | 3471 | 3472 | 16282. | 25782. | 0.63 | 37 | 41 |
| 5 | 3477 | 3478 | 38890. | 34348. | 1.13 | 24 | 31 |
| 5 | 3488 | 3489 | 28677. | 34348. | 0.83 | 24 | 41 |
| 5 | 3497 | 3498 | 39818. | 34348. | 1.16 | 24 | 41 |
| 5 | 3504 | 3506 | 44711. | 51978. | 0.86 | 24 | 31 |
| 5 | 3511 | 3512 | 32313. | 34348. | 0.94 | 24 | 31 |
| 5 | 3518 | 3519 | 29857. | 32956. | 0.91 | 41 | 31 |
| 5 | 3527 | 3528 | 37011. | 33392. | 1.11 | 25 | 41 |
| 5 | 3538 | 3539 | 8762. | 11522. | 0.76 | 45 | 31 |
| 5 | 3544 | 3546 | 40234. | 34348. | 1.17 | 24 | 31 |
| 5 | 3552 | 3553 | 28813. | 31696. | 0.91 | 34 | 41 |
| 5 | 3563 | 9802 | 49481. | 34348. | 1.44 | 24 | 41 |
| 5 | 3564 | 9802 | 48660. | 34348. | 1.42 | 24 | 41 |
| 5 | 3900 | 3907 | 96551. | 74478. | 1.30 | 12 | 31 |
| 5 | 3902 | 3897 | 96611. | 74478. | 1.30 | 12 | 31 |
| 5 | 4196 | 4198 | 111895. | 93098. | 1.20 | 12 | 41 |
| 5 | 4202 | 4195 | 105091. | 93098. | 1.13 | 12 | 41 |
| 5 | 4669 | 4685 | 19075. | 19293. | 0.99 | 81 | 31 |
| 5 | 4675 | 4665 | 19346. | 19293. | 1.00 | 81 | 31 |
| 5 | 6998 | 6999 | 66608. | 51978. | 1.28 | 24 | 41 |
| 5 | TOTALS | | 1191294. | 1117912. | 1.07 | SCREEN LINE 5 | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|-------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 6 | 1577 | 1580 | 34740. | 37500. | 0.93 | 92 | 31 |
| 6 | 1578 | 9994 | 34740. | 37500. | 0.93 | 92 | 31 |
| 6 | 1579 | 1578 | 34740. | 37500. | 0.93 | 92 | 31 |
| 6 | 1580 | 1579 | 34740. | 37500. | 0.93 | 92 | 31 |
| 6 | 1581 | 1582 | 43407. | 37500. | 1.16 | 92 | 31 |
| 6 | 1582 | 1583 | 43407. | 37500. | 1.16 | 92 | 31 |
| 6 | 1583 | 1584 | 43407. | 37500. | 1.16 | 92 | 31 |
| 6 | 1584 | 9993 | 43407. | 37500. | 1.16 | 92 | 31 |
| 6 | 1585 | 9999 | 43407. | 37500. | 1.16 | 92 | 41 |
| 6 | 1586 | 1585 | 43407. | 37500. | 1.16 | 92 | 41 |
| 6 | 1587 | 1586 | 43407. | 37500. | 1.16 | 92 | 41 |
| 6 | 1596 | 1597 | 15232. | 37500. | 0.41 | 92 | 31 |
| 6 | 1598 | 9996 | 19546. | 37500. | 0.52 | 12 | 41 |
| 6 | 1614 | 1598 | 38. | 37500. | 0.00 | 92 | 31 |
| 6 | 1619 | 9992 | 34740. | 37500. | 0.93 | 92 | 31 |
| 6 | 1632 | 9985 | 50442. | 37500. | 1.35 | 92 | 41 |
| 6 | 1634 | 9986 | 34740. | 37500. | 0.93 | 92 | 41 |
| 6 | 2125 | 2115 | 71473. | 55989. | 1.28 | 12 | 41 |
| 6 | 2414 | 4601 | 46893. | 31413. | 1.49 | 79 | 41 |
| 6 | 2416 | 2720 | 39292. | 34348. | 1.14 | 24 | 41 |
| 6 | 2416 | 4668 | 36215. | 32652. | 1.11 | 33 | 41 |
| 6 | 2435 | 3626 | 23220. | 34783. | 0.67 | 92 | 51 |
| 6 | 2504 | 2506 | 6037. | 9218. | 0.65 | 46 | 31 |
| 6 | 2554 | 7210 | 29985. | 36218. | 0.83 | 23 | 31 |
| 6 | 2639 | 3610 | 8559. | 11522. | 0.74 | 45 | 31 |
| 6 | 2640 | 6864 | 38366. | 51978. | 0.74 | 24 | 31 |
| 6 | 2641 | 3595 | 9374. | 11522. | 0.81 | 45 | 31 |
| 6 | 2710 | 2437 | 24073. | 34783. | 0.69 | 92 | 51 |
| 6 | 2762 | 2766 | 72742. | 55989. | 1.30 | 12 | 41 |
| 6 | 2764 | 2768 | 13968. | 15457. | 0.90 | 67 | 41 |
| 6 | 2767 | 2763 | 14908. | 15457. | 0.96 | 67 | 41 |
| 6 | 2996 | 4316 | 34009. | 34348. | 0.99 | 24 | 44 |
| 6 | 3011 | 3014 | 12375. | 12108. | 1.02 | 44 | 41 |
| 6 | 3012 | 9779 | 39359. | 34348. | 1.15 | 24 | 41 |
| 6 | 3018 | 9779 | 42391. | 34348. | 1.23 | 24 | 41 |
| 6 | 3261 | 3262 | 40068. | 34348. | 1.17 | 24 | 31 |
| 6 | 3409 | 4802 | 26492. | 13740. | 1.93 | 36 | 41 |
| 6 | 3482 | 3484 | 15759. | 11522. | 1.37 | 45 | 41 |
| 6 | 3483 | 6980 | 50026. | 34348. | 1.46 | 24 | 41 |
| 6 | 3495 | 8240 | 11719. | 11522. | 1.02 | 45 | 31 |
| 6 | 3723 | 7387 | 13333. | 11522. | 1.16 | 45 | 41 |
| 6 | 3846 | 9869 | 24573. | 23608. | 1.04 | 45 | 31 |
| 6 | 3909 | 7137 | 71967. | 55989. | 1.29 | 12 | 41 |
| 6 | 4016 | 9947 | 86778. | 55989. | 1.55 | 12 | 31 |
| 6 | 4316 | 7453 | 29233. | 34348. | 0.85 | 24 | 44 |
| 6 | 4322 | 6956 | 48358. | 55989. | 0.86 | 12 | 31 |
| 6 | 4428 | 4435 | 46893. | 47120. | 1.00 | 79 | 41 |
| 6 | 4434 | 2417 | 54055. | 31413. | 1.72 | 79 | 41 |
| 6 | 4435 | 4439 | 46893. | 47120. | 1.00 | 79 | 41 |
| 6 | 4437 | 4434 | 54055. | 47120. | 1.15 | 79 | 41 |
| 6 | 4439 | 4455 | 46893. | 47120. | 1.00 | 79 | 41 |
| 6 | 4453 | 4437 | 54055. | 47120. | 1.15 | 79 | 41 |

| | | | | | | | |
|---|------|-------|--------|--------|------|----|----|
| 6 | 4455 | 4462 | 46893. | 47120. | 1.00 | 79 | 41 |
| 6 | 4457 | 4453 | 54055. | 47120. | 1.15 | 79 | 41 |
| 6 | 4462 | 4465 | 34292. | 47120. | 0.73 | 79 | 41 |
| 6 | 4465 | 4469 | 34292. | 31413. | 1.09 | 79 | 41 |
| 6 | 4466 | 4467 | 38258. | 31413. | 1.22 | 79 | 41 |
| 6 | 4467 | 4468 | 38258. | 47120. | 0.81 | 79 | 41 |
| 6 | 4468 | 4457 | 54055. | 47120. | 1.15 | 79 | 41 |
| 6 | 4469 | 8302 | 34292. | 31413. | 1.09 | 79 | 41 |
| 6 | 4470 | 4466 | 38258. | 31413. | 1.22 | 79 | 41 |
| 6 | 4471 | 4487 | 47498. | 31413. | 1.51 | 79 | 41 |
| 6 | 4475 | 4470 | 38258. | 31413. | 1.22 | 79 | 41 |
| 6 | 4487 | 4495 | 32384. | 31413. | 1.03 | 79 | 41 |
| 6 | 4491 | 4475 | 38258. | 31413. | 1.22 | 79 | 41 |
| 6 | 4495 | 10065 | 32384. | 31413. | 1.03 | 79 | 41 |
| 6 | 4539 | 4541 | 36347. | 32652. | 1.11 | 33 | 41 |
| 6 | 4540 | 7012 | 39348. | 34348. | 1.15 | 24 | 41 |
| 6 | 4542 | 7013 | 39348. | 34348. | 1.15 | 24 | 41 |
| 6 | 4601 | 4751 | 46893. | 31413. | 1.49 | 79 | 41 |
| 6 | 4666 | 4667 | 18300. | 16086. | 1.14 | 33 | 41 |
| 6 | 4751 | 4428 | 46893. | 31413. | 1.49 | 79 | 41 |
| 6 | 4792 | 4797 | 38657. | 34348. | 1.13 | 24 | 41 |
| 6 | 4903 | 1587 | 43407. | 37500. | 1.16 | 92 | 41 |
| 6 | 4946 | 9948 | 75346. | 55989. | 1.35 | 12 | 31 |
| 6 | 5132 | 5133 | 41446. | 34348. | 1.21 | 24 | 41 |
| 6 | 5134 | 7499 | 57350. | 32652. | 1.76 | 33 | 41 |
| 6 | 5386 | 9865 | 53408. | 33392. | 1.60 | 25 | 41 |
| 6 | 5387 | 9865 | 53681. | 33392. | 1.61 | 25 | 41 |
| 6 | 5639 | 5643 | 37600. | 24914. | 1.51 | 44 | 12 |
| 6 | 5642 | 5644 | 43975. | 33392. | 1.32 | 25 | 12 |
| 6 | 5782 | 9869 | 24873. | 23608. | 1.05 | 45 | 31 |
| 6 | 5784 | 5786 | 41814. | 33392. | 1.25 | 25 | 41 |
| 6 | 5929 | 5936 | 31802. | 23608. | 1.35 | 45 | 41 |
| 6 | 5931 | 5933 | 57958. | 50544. | 1.15 | 25 | 41 |
| 6 | 6033 | 6034 | 25488. | 13740. | 1.85 | 36 | 31 |
| 6 | 6957 | 4321 | 42143. | 55989. | 0.75 | 12 | 31 |
| 6 | 7012 | 7013 | 39348. | 34348. | 1.15 | 24 | 41 |
| 6 | 7139 | 4671 | 81681. | 55989. | 1.46 | 12 | 41 |
| 6 | 8302 | 4471 | 34292. | 31413. | 1.09 | 79 | 41 |
| 6 | 9947 | 4019 | 69114. | 55989. | 1.23 | 12 | 31 |
| 6 | 9947 | 9950 | 17664. | 13109. | 1.35 | 97 | 31 |
| 6 | 9948 | 4018 | 80612. | 55989. | 1.44 | 12 | 31 |
| 6 | 9949 | 9948 | 5266. | 18750. | 0.28 | 98 | 31 |
| 6 | 9950 | 9951 | 17664. | 37500. | 0.47 | 92 | 31 |
| 6 | 9951 | 9953 | 17664. | 37500. | 0.47 | 92 | 31 |
| 6 | 9952 | 9949 | 5266. | 37500. | 0.14 | 92 | 31 |
| 6 | 9953 | 9955 | 10554. | 37500. | 0.28 | 92 | 31 |
| 6 | 9954 | 9952 | 5266. | 37500. | 0.14 | 92 | 31 |
| 6 | 9955 | 9957 | 10554. | 37500. | 0.28 | 92 | 31 |
| 6 | 9956 | 9954 | 5266. | 37500. | 0.14 | 92 | 31 |
| 6 | 9957 | 9959 | 42938. | 37500. | 1.15 | 92 | 31 |
| 6 | 9958 | 9956 | 5266. | 37500. | 0.14 | 92 | 41 |
| 6 | 9959 | 9961 | 42938. | 37500. | 1.15 | 92 | 31 |
| 6 | 9960 | 9958 | 5266. | 37500. | 0.14 | 92 | 41 |
| 6 | 9961 | 9963 | 42938. | 37500. | 1.15 | 92 | 31 |
| 6 | 9962 | 9960 | 50442. | 37500. | 1.35 | 92 | 31 |
| 6 | 9963 | 9965 | 42938. | 37500. | 1.15 | 92 | 31 |
| 6 | 9964 | 9962 | 50442. | 37500. | 1.35 | 92 | 41 |

| | | | | | | |
|---|--------|------|----------|----------|------|-------|
| 6 | 9965 | 9968 | 42938. | 37500. | 1.15 | 92 41 |
| 6 | 9967 | 9964 | 50442. | 37500. | 1.35 | 92 31 |
| 6 | 9968 | 9970 | 42938. | 37500. | 1.15 | 92 41 |
| 6 | 9969 | 9967 | 50442. | 37500. | 1.35 | 92 41 |
| 6 | 9970 | 9972 | 42938. | 37500. | 1.15 | 92 41 |
| 6 | 9971 | 9969 | 50442. | 37500. | 1.35 | 92 41 |
| 6 | 9972 | 9974 | 42938. | 37500. | 1.15 | 92 41 |
| 6 | 9973 | 9971 | 50442. | 37500. | 1.35 | 92 41 |
| 6 | 9974 | 9976 | 42938. | 37500. | 1.15 | 92 41 |
| 6 | 9975 | 9973 | 50442. | 37500. | 1.35 | 92 41 |
| 6 | 9976 | 9978 | 42938. | 37500. | 1.15 | 92 41 |
| 6 | 9977 | 9975 | 50442. | 37500. | 1.35 | 92 41 |
| 6 | 9978 | 9980 | 42938. | 37500. | 1.15 | 92 41 |
| 6 | 9979 | 9977 | 50442. | 37500. | 1.35 | 92 41 |
| 6 | 9980 | 9982 | 42938. | 37500. | 1.15 | 92 41 |
| 6 | 9981 | 9979 | 50442. | 37500. | 1.35 | 92 41 |
| 6 | 9982 | 9984 | 42938. | 37500. | 1.15 | 92 41 |
| 6 | 9983 | 9981 | 50442. | 37500. | 1.35 | 92 41 |
| 6 | 9984 | 1634 | 42938. | 37500. | 1.15 | 92 41 |
| 6 | 9985 | 9983 | 50442. | 37500. | 1.35 | 92 41 |
| 6 | 9986 | 9988 | 34740. | 37500. | 0.93 | 92 41 |
| 6 | 9987 | 1632 | 43407. | 37500. | 1.16 | 92 41 |
| 6 | 9988 | 9990 | 34740. | 37500. | 0.93 | 92 41 |
| 6 | 9989 | 9987 | 43407. | 37500. | 1.16 | 92 41 |
| 6 | 9990 | 1619 | 34740. | 37500. | 0.93 | 92 31 |
| 6 | 9991 | 9989 | 43407. | 37500. | 1.16 | 92 41 |
| 6 | 9992 | 1577 | 34740. | 37500. | 0.93 | 92 31 |
| 6 | 9993 | 9991 | 43407. | 37500. | 1.16 | 92 31 |
| 6 | 9994 | 1596 | 15232. | 37500. | 0.41 | 92 31 |
| 6 | 9994 | 1598 | 19507. | 15707. | 1.24 | 71 31 |
| 6 | 9995 | 1581 | 43407. | 37500. | 1.16 | 92 31 |
| 6 | 9996 | 9998 | 19546. | 37500. | 0.52 | 12 41 |
| 6 | 9997 | 9995 | 43407. | 37500. | 1.16 | 92 31 |
| 6 | 9998 | 1599 | 19546. | 37500. | 0.52 | 12 41 |
| 6 | 9999 | 9997 | 43407. | 37500. | 1.16 | 92 41 |
| 6 | 10018 | 4491 | 38258. | 31413. | 1.22 | 79 41 |
| 6 | 10065 | 9957 | 32384. | 31413. | 1.03 | 79 41 |
| 6 | TOTALS | | 5543912. | 5194924. | 1.07 | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 7 | 1613 | 2462 | 1774. | 18750. | 0.09 | 98 | 31 |
| 7 | 2004 | 7854 | 110903. | 106174. | 1.04 | 21 | 32 |
| 7 | 2039 | 2051 | 35156. | 33392. | 1.05 | 25 | 42 |
| 7 | 2041 | 2057 | 27210. | 33392. | 0.81 | 25 | 12 |
| 7 | 2042 | 2058 | 17705. | 25044. | 0.71 | 38 | 43 |
| 7 | 2308 | 5113 | 46778. | 34348. | 1.36 | 24 | 31 |
| 7 | 2323 | 5092 | 50266. | 50544. | 0.99 | 25 | 31 |
| 7 | 2345 | 7717 | 64200. | 74478. | 0.86 | 92 | 31 |
| 7 | 2358 | 4084 | 120421. | 93098. | 1.29 | 12 | 41 |
| 7 | 2389 | 5103 | 51027. | 51978. | 0.98 | 24 | 31 |
| 7 | 3984 | 3987 | 10931. | 31413. | 0.35 | 79 | 11 |
| 7 | 3986 | 3985 | 115815. | 77174. | 1.50 | 11 | 11 |
| 7 | 4085 | 2362 | 120298. | 93098. | 1.29 | 12 | 41 |
| 7 | 4908 | 8529 | 64523. | 51978. | 1.24 | 24 | 41 |
| 7 | 5002 | 5198 | 21715. | 15707. | 1.38 | 75 | 11 |
| 7 | 5003 | 6430 | 99642. | 77174. | 1.29 | 11 | 11 |
| 7 | 5013 | 5014 | 9109. | 11522. | 0.79 | 45 | 11 |
| 7 | 5020 | 7446 | 9480. | 11914. | 0.80 | 38 | 11 |
| 7 | 5026 | 5027 | 23357. | 23608. | 0.99 | 45 | 11 |
| 7 | 5034 | 5037 | 13727. | 22174. | 0.62 | 64 | 11 |
| 7 | 5059 | 5060 | 23353. | 22174. | 1.05 | 64 | 11 |
| 7 | 5071 | 9724 | 68720. | 54663. | 1.26 | 25 | 11 |
| 7 | 5072 | 9724 | 81431. | 54663. | 1.49 | 25 | 11 |
| 7 | 5106 | 8379 | 15562. | 11522. | 1.35 | 45 | 31 |
| 7 | 5122 | 5123 | 21488. | 12870. | 1.67 | 37 | 31 |
| 7 | 5131 | 5132 | 68330. | 51978. | 1.31 | 24 | 41 |
| 7 | 5140 | 5141 | 49410. | 34348. | 1.44 | 24 | 41 |
| 7 | 5147 | 5148 | 20007. | 12870. | 1.55 | 37 | 31 |
| 7 | 5153 | 5154 | 59519. | 50544. | 1.18 | 25 | 41 |
| 7 | 5159 | 5160 | 43555. | 33392. | 1.30 | 25 | 41 |
| 7 | 5164 | 5166 | 54722. | 50544. | 1.08 | 25 | 31 |
| 7 | 5170 | 5171 | 40623. | 27130. | 1.50 | 36 | 41 |
| 7 | 5173 | 5180 | 19377. | 16086. | 1.20 | 33 | 41 |
| 7 | 5176 | 5177 | 41453. | 33392. | 1.24 | 25 | 31 |
| 7 | 6430 | 5209 | 99642. | 77174. | 1.29 | 11 | 11 |
| 7 | 7716 | 4482 | 90611. | 93098. | 0.97 | 92 | 31 |
| 7 | 8503 | 1613 | 1774. | 18750. | 0.09 | 98 | 31 |
| 7 | TOTALS | | 1813610. | 1592158. | 1.14 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 8 | 1553 | 2475 | 6718. | 34783. | 0.19 | 98 | 51 |
| 8 | 1561 | 6895 | 8809. | 34783. | 0.25 | 92 | 51 |
| 8 | 2146 | 2149 | 47518. | 51978. | 0.91 | 24 | 43 |
| 8 | 2171 | 2803 | 86409. | 74478. | 1.16 | 12 | 31 |
| 8 | 2213 | 2214 | 29019. | 31413. | 0.92 | 75 | 31 |
| 8 | 2236 | 2242 | 34322. | 31413. | 1.09 | 79 | 31 |
| 8 | 2252 | 2928 | 28660. | 24914. | 1.15 | 44 | 31 |
| 8 | 2269 | 2244 | 4074. | 15707. | 0.26 | 75 | 31 |
| 8 | 2270 | 2271 | 58576. | 55989. | 1.05 | 12 | 31 |
| 8 | 2280 | 2281 | 66054. | 55989. | 1.18 | 12 | 31 |
| 8 | 2438 | 1553 | 6718. | 34783. | 0.19 | 92 | 51 |
| 8 | 2477 | 1561 | 8809. | 34783. | 0.25 | 98 | 51 |
| 8 | 2509 | 2513 | 33926. | 36218. | 0.94 | 23 | 31 |
| 8 | 2558 | 2561 | 47429. | 54326. | 0.87 | 23 | 31 |
| 8 | 2565 | 2669 | 11277. | 11522. | 0.98 | 45 | 31 |
| 8 | 2660 | 2664 | 46301. | 51978. | 0.89 | 24 | 31 |
| 8 | 2804 | 2172 | 94048. | 74478. | 1.26 | 12 | 31 |
| 8 | 2807 | 3713 | 6881. | 13740. | 0.50 | 36 | 31 |
| 8 | 2811 | 2812 | 33117. | 34348. | 0.96 | 24 | 31 |
| 8 | 2819 | 2820 | 11472. | 9218. | 1.24 | 46 | 31 |
| 8 | 2824 | 2949 | 16872. | 12108. | 1.39 | 44 | 31 |
| 8 | 2831 | 3709 | 8828. | 12108. | 0.73 | 44 | 31 |
| 8 | 2832 | 2953 | 9386. | 9218. | 1.02 | 46 | 31 |
| 8 | 2844 | 2960 | 41062. | 34348. | 1.20 | 24 | 41 |
| 8 | 2850 | 4404 | 70901. | 63566. | 1.12 | 24 | 41 |
| 8 | 3706 | 3707 | 15815. | 11522. | 1.37 | 45 | 31 |
| 8 | 4911 | 4913 | 10804. | 19293. | 0.56 | 81 | 31 |
| 8 | 5365 | 5375 | 6821. | 19293. | 0.35 | 81 | 31 |
| 8 | 8261 | 8262 | 12658. | 11522. | 1.10 | 45 | 31 |
| 8 | TOTALS | | 863283. | 959819. | 0.90 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 9 | 3749 | 7534 | 19155. | 16086. | 1.19 | 41 | 41 |
| 9 | 3798 | 5974 | 39862. | 34348. | 1.16 | 24 | 41 |
| 9 | 4132 | 9915 | 69525. | 55989. | 1.24 | 12 | 31 |
| 9 | 4135 | 4133 | 67049. | 55989. | 1.20 | 12 | 31 |
| 9 | 4141 | 10064 | 18581. | 55989. | 0.33 | 99 | 31 |
| 9 | 4152 | 4153 | 46372. | 47120. | 0.98 | 75 | 31 |
| 9 | 4444 | 7901 | 56279. | 74478. | 0.76 | 92 | 31 |
| 9 | 5725 | 7894 | 56865. | 74478. | 0.76 | 92 | 31 |
| 9 | 5956 | 6038 | 30313. | 33260. | 0.91 | 23 | 51 |
| 9 | 5958 | 7370 | 9434. | 32956. | 0.29 | 41 | 31 |
| 9 | 5959 | 7223 | 15193. | 24914. | 0.61 | 44 | 31 |
| 9 | 5962 | 7330 | 27489. | 34348. | 0.80 | 24 | 31 |
| 9 | 5963 | 6050 | 8902. | 24914. | 0.36 | 44 | 31 |
| 9 | 5966 | 6054 | 41779. | 51978. | 0.80 | 24 | 31 |
| 9 | 5969 | 6063 | 31056. | 34348. | 0.90 | 24 | 31 |
| 9 | 6078 | 7373 | 36975. | 34348. | 1.08 | 24 | 31 |
| 9 | 6092 | 6093 | 36253. | 34348. | 1.06 | 24 | 31 |
| 9 | 6110 | 7950 | 42690. | 50544. | 0.84 | 25 | 41 |
| 9 | 6112 | 6116 | 23663. | 16086. | 1.47 | 33 | 31 |
| 9 | 6120 | 6121 | 37886. | 17174. | 2.21 | 32 | 32 |
| 9 | 6126 | 6178 | 24305. | 17174. | 1.42 | 32 | 32 |
| 9 | 7893 | 9840 | 9104. | 63392. | 0.14 | 21 | 51 |
| 9 | 7894 | 4442 | 56865. | 74478. | 0.76 | 92 | 31 |
| 9 | 7901 | 5730 | 56279. | 74478. | 0.76 | 92 | 31 |
| 9 | 8224 | 4149 | 50372. | 74478. | 0.68 | 92 | 31 |
| 9 | 8328 | 9840 | 7821. | 63392. | 0.12 | 21 | 51 |
| 9 | 9915 | 4136 | 69525. | 55989. | 1.24 | 12 | 31 |
| 9 | 10064 | 6087 | 18581. | 55989. | 0.33 | 92 | 31 |
| 9 | TOTALS | | 1008174. | 1283065. | 0.79 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME CAPACITY | OVER RATIO | F T | A T |
|----------------------|-------|--------|-----------------|-------------------|--------------------|---------------|--------|--------|
| 10 | 2218 | 2912 | 40789. | 36218. | 1.13 | 23 | 31 | |
| 10 | 2480 | 2293 | 35441. | 55989. | 0.63 | 92 | 31 | |
| 10 | 2487 | 5198 | 13407. | 11522. | 1.16 | 45 | 31 | |
| 10 | 2582 | 3857 | 78250. | 51978. | 1.51 | 24 | 31 | |
| 10 | 2610 | 7400 | 12702. | 11522. | 1.10 | 45 | 31 | |
| 10 | 2674 | 9900 | 73610. | 51978. | 1.42 | 24 | 31 | |
| 10 | 2676 | 9900 | 74602. | 51978. | 1.44 | 24 | 31 | |
| 10 | 2678 | 2679 | 71205. | 51978. | 1.37 | 24 | 41 | |
| 10 | 2798 | 2804 | 76720. | 74478. | 1.03 | 12 | 41 | |
| 10 | 2803 | 2797 | 69041. | 74478. | 0.93 | 12 | 41 | |
| 10 | 2919 | 2921 | 8249. | 11522. | 0.72 | 45 | 31 | |
| 10 | 2923 | 9769 | 13134. | 9218. | 1.42 | 46 | 31 | |
| 10 | 2927 | 9769 | 13134. | 9218. | 1.42 | 46 | 31 | |
| 10 | 3051 | 3054 | 16577. | 27826. | 0.60 | 64 | 31 | |
| 10 | 3053 | 3050 | 19979. | 27826. | 0.72 | 64 | 31 | |
| 10 | 3163 | 3167 | 52818. | 32652. | 1.62 | 33 | 31 | |
| 10 | 3166 | 3168 | 36963. | 51978. | 0.71 | 24 | 31 | |
| 10 | 3284 | 3286 | 48794. | 33392. | 1.46 | 25 | 31 | |
| 10 | 3382 | 7397 | 39788. | 25044. | 1.59 | 38 | 31 | |
| 10 | 3527 | 3531 | 33323. | 31609. | 1.05 | 34 | 41 | |
| 10 | 3529 | 7406 | 13750. | 11522. | 1.19 | 45 | 41 | |
| 10 | 3530 | 3526 | 16492. | 22761. | 0.72 | 64 | 31 | |
| 10 | 3927 | 8426 | 78905. | 55989. | 1.41 | 12 | 31 | |
| 10 | 3963 | 3989 | 73293. | 74478. | 0.98 | 12 | 41 | |
| 10 | 3990 | 4989 | 80640. | 74478. | 1.08 | 12 | 41 | |
| 10 | 4067 | 4070 | 29194. | 38587. | 0.76 | 11 | 41 | |
| 10 | 4068 | 5833 | 32342. | 38587. | 0.84 | 11 | 41 | |
| 10 | 4479 | 2479 | 40353. | 55989. | 0.72 | 92 | 31 | |
| 10 | 4584 | 7403 | 35249. | 32652. | 1.08 | 33 | 31 | |
| 10 | 4586 | 7401 | 47998. | 34348. | 1.40 | 24 | 41 | |
| 10 | 4719 | 4722 | 9720. | 15218. | 0.64 | 34 | 41 | |
| 10 | 4724 | 7840 | 39279. | 34348. | 1.14 | 24 | 41 | |
| 10 | 4870 | 7841 | 24469. | 23608. | 1.04 | 45 | 41 | |
| 10 | 4874 | 8063 | 31734. | 34348. | 0.92 | 24 | 41 | |
| 10 | 4984 | 4991 | 22317. | 12108. | 1.84 | 44 | 31 | |
| 10 | 4990 | 4996 | 4166. | 11522. | 0.36 | 45 | 41 | |
| 10 | 5007 | 8065 | 10930. | 15457. | 0.71 | 63 | 31 | |
| 10 | 5014 | 5006 | 12670. | 15457. | 0.82 | 63 | 11 | |
| 10 | 5182 | 5183 | 32641. | 32728. | 1.00 | 33 | 41 | |
| 10 | 5189 | 5201 | 16190. | 22761. | 0.71 | 64 | 31 | |
| 10 | 5194 | 5204 | 1018. | 15022. | 0.07 | 64 | 21 | |
| 10 | 5200 | 5188 | 13044. | 15022. | 0.87 | 64 | 31 | |
| 10 | 5203 | 5192 | 5618. | 15022. | 0.37 | 64 | 21 | |
| 10 | 5207 | 5196 | 893. | 15022. | 0.06 | 64 | 21 | |
| 10 | 5434 | 5439 | 17147. | 22761. | 0.75 | 64 | 41 | |
| 10 | 5440 | 5437 | 18756. | 22761. | 0.82 | 64 | 31 | |
| 10 | 5441 | 8020 | 18158. | 22761. | 0.80 | 64 | 41 | |
| 10 | 5688 | 5689 | 31475. | 34348. | 0.92 | 24 | 31 | |
| 10 | 5840 | 5844 | 14397. | 16892. | 0.85 | 24 | 31 | |
| 10 | 5847 | 7377 | 28723. | 34348. | 0.84 | 24 | 31 | |
| 10 | 8425 | 3925 | 70811. | 55989. | 1.26 | 12 | 31 | |
| 10 | | TOTALS | 1700900. | 1659298. | 1.03 | | | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 11 | 3669 | 6237 | 20728. | 21956. | 0.94 | 35 | 51 |
| 11 | 3811 | 6320 | 10289. | 9218. | 1.12 | 46 | 31 |
| 11 | 3814 | 6324 | 21057. | 16086. | 1.31 | 33 | 32 |
| 11 | 4336 | 6313 | 62468. | 50544. | 1.24 | 25 | 41 |
| 11 | 6244 | 7341 | 49742. | 51978. | 0.96 | 24 | 41 |
| 11 | 6253 | 6301 | 28067. | 34348. | 0.82 | 24 | 31 |
| 11 | 6299 | 8192 | 71819. | 111717. | 0.64 | 92 | 31 |
| 11 | 6326 | 9874 | 32797. | 17174. | 1.91 | 32 | 31 |
| 11 | 6329 | 7981 | 5244. | 9218. | 0.57 | 46 | 32 |
| 11 | 6358 | 9874 | 32820. | 17174. | 1.91 | 32 | 31 |
| 11 | 7986 | 7989 | 10600. | 9218. | 1.15 | 46 | 41 |
| 11 | 7995 | 7996 | 26832. | 13740. | 1.95 | 36 | 31 |
| 11 | 8193 | 2284 | 83539. | 111717. | 0.75 | 92 | 31 |
| 11 | TOTALS | | 456001. | 474088. | 0.96 | | |
| 12 | 2001 | 5331 | 26678. | 54326. | 0.49 | 23 | 44 |
| 12 | 2006 | 2007 | 110471. | 106174. | 1.04 | 21 | 32 |
| 12 | 2043 | 4473 | 16028. | 32652. | 0.49 | 33 | 31 |
| 12 | 2072 | 9736 | 103911. | 111978. | 0.93 | 12 | 31 |
| 12 | 2074 | 9737 | 75514. | 111978. | 0.67 | 12 | 31 |
| 12 | 2108 | 3569 | 51386. | 51978. | 0.99 | 24 | 31 |
| 12 | 2148 | 8175 | 60903. | 63566. | 0.96 | 24 | 43 |
| 12 | 2156 | 8154 | 28698. | 111978. | 0.26 | 17 | 31 |
| 12 | 3213 | 3214 | 28543. | 34348. | 0.83 | 24 | 31 |
| 12 | 5848 | 5849 | 36065. | 54326. | 0.66 | 23 | 32 |
| 12 | 9729 | 9736 | 10342. | 15707. | 0.66 | 73 | 31 |
| 12 | 9730 | 9733 | 13277. | 15707. | 0.85 | 73 | 31 |
| 12 | 9731 | 9736 | 93569. | 111978. | 0.84 | 12 | 31 |
| 12 | 9731 | 9737 | 80292. | 111978. | 0.72 | 12 | 31 |
| 12 | 9733 | 9731 | 13277. | 15707. | 0.85 | 73 | 31 |
| 12 | TOTALS | | 748953. | 1004381. | 0.75 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c15) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|----------------------------|-------------|--------|
| 13 | 2155 | 8461 | 22821. | 37500. | 0.61 | 92 | 32 |
| 13 | 2452 | 8460 | 23064. | 37500. | 0.62 | 92 | 32 |
| 13 | 3666 | 6371 | 24412. | 34392. | 0.71 | 32 | 32 |
| 13 | 6364 | 6366 | 9192. | 25000. | 0.37 | 43 | 51 |
| 13 | 6367 | 6368 | 8300. | 12260. | 0.68 | 43 | 31 |
| 13 | 6371 | 7998 | 21711. | 20544. | 1.06 | 36 | 51 |
| 13 | 6433 | 8377 | 15954. | 13740. | 1.16 | 36 | 31 |
| 13 | 6489 | 7491 | 10040. | 12260. | 0.82 | 43 | 32 |
| 13 | 6492 | 6546 | 36932. | 34348. | 1.08 | 24 | 42 |
| 13 | 6501 | 6503 | 43520. | 32652. | 1.33 | 33 | 31 |
| 13 | 6558 | 6559 | 11197. | 15326. | 0.73 | 42 | 31 |
| 13 | 6562 | 6563 | 6712. | 9218. | 0.73 | 46 | 32 |
| 13 | 6568 | 6611 | 130. | 12500. | 0.01 | 43 | 51 |
| 13 | 8460 | 2120 | 23064. | 37500. | 0.62 | 92 | 32 |
| 13 | 8461 | 2454 | 22821. | 37500. | 0.61 | 92 | 32 |
| 13 | TOTALS | | 279870. | 372240. | 0.75 | | |
| 99 | TOTALS | | 211967376. | 233040496. | 0.91 | SCREEN LINE | 99 |

| | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ***** | ***** | *** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** |
| * | * | * | * | * | * | * | * | * | * | * | * |
| *** | * | ***** | * | * | *** | * | * | * | * | * | *** |
| * | * | * | * | * | * | * | * | * | * | * | * |
| **** | * | * | * | * | ***** | **** | * | ***** | **** | * | **** |

| | |
|------------------------------------|-----------|
| TOTAL NUMBER OF LINKS | 8564 |
| TOTAL SYSTEM MILES | 1946.57 |
| TOTAL LANE MILES | 6129.52 |
| TOTAL DIRECTIONAL MILES | 3344.76 |
| TOTAL VMT USING VOLUMES | 53832148 |
| TOTAL VMT USING CAPACITY | 61032808 |
| TOTAL VMT V/C | 0.88 |
| TOTAL VHT USING VOLUMES | 2589689 |
| TOTAL VHT USING CAPACITY | 2581094 |
| TOTAL VHT V/C | 1.00 |
| TOTAL VOLUMES ALL LINKS | 231340000 |
| AVERAGE TOTAL VOLUME | 27013.08 |
| TOTAL VMT ALL LINKS | 53832148 |
| TOTAL VHT ALL LINKS | 2589689 |
| TOTAL ORIGINAL SPEED (MPH) | 33.78 |
| TOTAL CONGESTED SPEED (MPH) | 22.71 |
| TOTAL ACCIDENTS | 225.90 |
| TOTAL INJURIES | 144.99 |
| TOTAL FATALITIES | 0.83 |
| TOTAL CO EMISSIONS (KILOGRAMS) | 1333968 |
| TOTAL HC EMISSIONS (KILOGRAMS) | 87746 |
| TOTAL NO EMISSIONS (KILOGRAMS) | 105491 |
| TOTAL FUEL USE | 3368815 |
| TOTAL NEW LANE MILEAGE | 0 |
| TOTAL CONSTRUCTION COST (X \$1000) | 0 |

| | |
|---|------------|
| TOTAL ACCIDENT COST (DOLLARS) | 5744714 |
| TOTAL USERS COST (DOLLARS) | 22071148 |
| TOTAL MAINTENANCE COST (DOLLARS) | 784294 |
| TOTAL DELAY DUE TO CONGESTION (VEH-HRS) | 1155184.88 |

APPENDIX H

YEAR 2025 EMIS MODEL INPUT & OUTPUT AND SUPPORTING FSUTMS REPORTS/FILES

YEAR 2025 MOBILE6.25A

MOBILE6 INPUT FILE

RUN DATA

MIN/MAX TEMP : 69.3 91.2

>These factors are for Southeast Florida only!

NO REFUELING :

*Indicates that refueling emissions will NOT be included

ABSOLUTE HUMIDITY : 100.0

FUEL RVP : 7.8

SCENARIO RECORD : SPEED = EPA default speed distribution

*User must indicate analysis year for this run in four digit format

CALENDAR YEAR : 2025

EVALUATION MONTH : 7

*User must indicate temperatures used for inventory purposes by area

END OF RUN

YEAR 2025 PROFILE.MAS

&TWODIGIT
YES
&VFACTORS
YES
&NAME NAME OF STUDY
Miami
&MOBILE6
YES
&M6YEAR
2025
&MOBILE DIRECTORY WHERE MOBILE PARAMETER FILES ARE STORED
c:\fsutms.v55\
&IMFAC INSPECTION/MAINTENANCE CREDIT PERCENTAGE FOR EMIS
0.00000
&EMISFAC FACTOR TO ADJUST MODEL VMT TO MATCH HPMS TARGET VALUE
0.99908
&FSUTMS DIRECTORY WHERE SCRIPT FILES ARE LOCATED
.\\SCRIPT
&AVEZONE NUMBER OF ZONES TO AVERAGE TO COMPUTE IZ DISTANCE
1
&TRANZONE TRANSIT ACCESS ANALYSIS ZONE
642
&ZONESI INTERNAL ZONES
1500
&ZONESX FIRST EXTERNAL ZONE
1501
&ZONESA TOTAL ZONES
1521
&VALIDATE
NO
&ANALYSIS
YES
&GLSELECT
0
&GLTITLE Miami-dade
&SZONE STARTING ZONE FOR CARDINAL DISTRIBUTION
1
&FZONE ENDING ZONE FOR CARDINAL DISTRIBUTION
1500
&DISTRICT NUMBER OF PLANNING DISTRICTS
96
&SUPERDIST NUMBER OF SUPER DISTRICTS
26
&CBDZONE THE CBD ZONES
642
&SELDEST SELECTED DESTINATION ZONES
1-1500
&TERM10 TERMINAL TIME FOR AREA TYPE
5
&TERM11 TERMINAL TIME FOR AREA TYPE
5
&TERM12 TERMINAL TIME FOR AREA TYPE
5
&TERM13 TERMINAL TIME FOR AREA TYPE
3
&TERM14 TERMINAL TIME FOR AREA TYPE

5
&TERM15 TERMINAL TIME FOR AREA TYPE
5
&TERM16 TERMINAL TIME FOR AREA TYPE
5
&TERM17 TERMINAL TIME FOR AREA TYPE
5
&TERM18 TERMINAL TIME FOR AREA TYPE
5
&TERM19 TERMINAL TIME FOR AREA TYPE
5
&TERM20 TERMINAL TIME FOR AREA TYPE
3
&TERM21 TERMINAL TIME FOR AREA TYPE
4
&TERM22 TERMINAL TIME FOR AREA TYPE
3
&TERM23 TERMINAL TIME FOR AREA TYPE
3
&TERM24 TERMINAL TIME FOR AREA TYPE
3
&TERM25 TERMINAL TIME FOR AREA TYPE
3
&TERM26 TERMINAL TIME FOR AREA TYPE
3
&TERM27 TERMINAL TIME FOR AREA TYPE
3
&TERM28 TERMINAL TIME FOR AREA TYPE
3
&TERM29 TERMINAL TIME FOR AREA TYPE
3
&TERM30 TERMINAL TIME FOR AREA TYPE
1
&TERM31 TERMINAL TIME FOR AREA TYPE
3
&TERM32 TERMINAL TIME FOR AREA TYPE
1
&TERM33 TERMINAL TIME FOR AREA TYPE
1
&TERM34 TERMINAL TIME FOR AREA TYPE
1
&TERM35 TERMINAL TIME FOR AREA TYPE
1
&TERM36 TERMINAL TIME FOR AREA TYPE
1
&TERM37 TERMINAL TIME FOR AREA TYPE
1
&TERM38 TERMINAL TIME FOR AREA TYPE
1
&TERM39 TERMINAL TIME FOR AREA TYPE
1
&TERM40 TERMINAL TIME FOR AREA TYPE
2
&TERM41 TERMINAL TIME FOR AREA TYPE
2
&TERM42 TERMINAL TIME FOR AREA TYPE
3

| | |
|------------|--|
| &TERM43 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM44 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM45 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM46 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM47 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM48 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM49 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM50 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM51 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM52 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM53 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM54 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM55 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM56 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM57 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM58 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM59 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &NODES | MAXIMUM NUMBER OF NODES IN HWY NET |
| 200000 | |
| &UNITS | UNITS PER MILE |
| 5280 | |
| &CONFAC | FOR CAPACITY CONSTRAINT |
| 0.10 | |
| &CAPFAC | FOR PLOTTING LOS E |
| 0.10 | |
| &ITER | MAXIMUM EQUILIBRIUM ITERATIONS |
| 25 | |
| &UROADF | UROAD CAPACITY FACTOR |
| 0.75 | |
| &DAMPING | DAMPING FACTOR USED TO MINIMIZE TIME MODULATIONS BETWEEN |
| ITERATION | |
| 0.5 | |
| &BPRMAX | |
| 4.0 | |
| &EPS | |
| 0.10 | |
| &CTOLL | COEFFICIENT OF TOLL FACTOR USED IN TOLL MODEL |
| 0.08 | |
| &TOLLS1 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |

| | |
|--------------------------------|---|
| 0.10 &TOLLS2 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.15 &TOLLS3 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.20 &TOLLS4 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.25 &TOLLS5 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.30 &TOLLS6 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.35 &TOLLS7 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 1.00 &TOLLS8 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.001 &TOLLS9 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS10 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS11 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS12 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS13 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS14 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS15 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS16 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS17 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS18 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS19 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS20 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |

| | |
|------------|---|
| 0.00 | |
| &SERVT1 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.10 | |
| &SERVT2 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.15 | |
| &SERVT3 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.20 | |
| &SERVT4 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.25 | |
| &SERVT5 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.30 | |
| &SERVT6 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.35 | |
| &SERVT7 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 1.00 | |
| &SERVT8 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.001 | |
| &SERVT9 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT10 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT11 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT12 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT13 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT14 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT15 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT16 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT17 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT18 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT19 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |

0.00
&SERVT20 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&MAXTIM
70
&ATITER NUMBER OF GMODEL ITERATIONS
10
&AOFAC1 AUTO OCC FOR HBW
0.7936
&AOFAC2 AUTO OCC FOR HBSH
0.5747
&AOFAC3 AUTO OCC FOR HBSR
0.5747
&AOFAC4 AUTO OCC FOR HBO
0.5747
&AOFAC5 AUTO OCC FOR NHB
0.5917
&UNCONNECT MAXIMUM TRANSIT TIME
255
&NUMFARE MAXIMUM NUMBER OF FARE CATEGORIES
8
&HOV SWITCH FOR HOV TYPE
TYPE1
&HOV1 IDENTIFIES HOV ONLY FACILITIES
HOV LINKS, LINK GROUP 2 = 80-89
&HOV2 IDENTIFIES NUMBER OF TRIP TABLES
SELECTED PURPOSES = 1-3
&HOV3 USED FOR REPORTING OF TRIP PURPOSES
ADD PURPOSES = 1-3
&HOV4 DELETED LINKS FOR HOV SKIMS
LINK GROUP 2 = 80-89
&HOV5 IDENTIFIES HOV ONLY FACILITIES
HOV1 LINKS, LINK GROUP 2 = 49
&HOV6 IDENTIFIES HOV ONLY FACILITIES
HOV2 LINKS, LINK GROUP 2 = 80-89
&PERIOD
24
&PLOTTER
HP7586
&PLOTPENS
8
&PLOTSIZE
30
&PAPER
NORMALD
&PLOTFAC
600
&DATA
DATA
&PLOTWIN
PLOTXY.STD
&PLOTWINA
PLOTXYA.STD
&PLOTWINB
PLOTXYB.STD
&PLOTWINC

PLOTXYC.STD
&PLOTWIND
PLOTXYD.STD
&PLOTWINE
PLOTXYE.STD
&PLOTWINF
PLOTXYF.STD
&PLOTWING
PLOTXYG.STD
&PLOTWINH
PLOTXYH.STD
&CHARHT
0.05
&NAMEB
SOUTH DADE (B)
&NAMEM
MIC/INTERCON (M)
&NAMEP
NORTH/BEACH CORR (P)
&NAMEQ
EAST/WEST CORRIDOR (Q)
&NAMER
DOWNTOWN MIAMI (R)
&NAMES
KENDALL/SOUTH CORR (S)
&NAMET
WEST CENTRAL AREA (T)
&NAMEU
NW/PALMETTO CORR (U)
&NAMEV
I95/NORTH CORRIDOR (V)
&NAMEZ
SUNPIKE/27TH AVE (Z)
&NAME1
SW (1)
&NAME2
NW (2)
&NAME3
NE (3)
&NAME4
SE (4)
&MAXUTIL
0.75
&QUEMAX
100
&QUELIM
4.9
&NUMFARE
9
&TOLLM
TOLL FACILITIES MODEL
&MULTSQ
MULTIPLE SERVER QUEUES
&ACCUQT FLAG FOR USING TOLL FACILTIES MODEL
~ ACCUMULATE QUEUEING TIME
&GMTIME
TIME2

&CITYCODE
 MIA
 &TITLE
 2000 MTPM
 &MAXD Maximum sidewalk area around stations
 0.4
 &TERM Auto access terminal time (home end)
 2.0
 &DEF Default auto access time
 2.0
 &NOPT Usage check on second auto connector
 1
 &BACK Backtrack flag for auto connector
 1
 &AOC Auto operating costs
 9.5
 &OC3 Average 3+ auto occupancy
 3.20 3.20 3.20 3.20 3.20 Average park/ride auto occupancy
 &OCTA
 1.2 1.2 1.2
 &TASPD Average auto access speed
 26.0 26.0
 &MINRUN1 Minimum walk-to-local run time
 3.0
 &MINRUN2 Minimum walk-to-premium run time
 3.0
 &MINRUN3 Minimum auto-to-local run time
 30.0
 &MINRUN4 Minimum auto-to-premium run time
 6.0
 &INFL1 Transit fare inflation
 1.0
 &INFL2 Auto operating cost inflation
 1.0
 &INFL3 Parking cost inflation
 1.0
 &MSMIN Minimum mode split
 0.01 0.01 0.01
 &HOVUSE HOV usage flag
 3
 &HOVMIN HOV minimum time
 3.0
 &RAILAC Station walk access impedance flag
 0
 &VAL Validation summary flag
 0
 &KRFAC Kiss/ride additional impedance factor
 1.50
 &JITNEY Jitney flag (0=none, 1=base, 2=alt)
 1
 &VERS Model Version (1=standard FSUTMS, 2=Orlando 10 purposes)
 1
 &DEFMS Default Regional Mode Splits
 0.07770 0.02970 0.02970
 &DEFUPD Update Zonal Default Mode Splits (1=yes, 2=no)
 1
 &MAXTIM

| | |
|--------------------|--|
| 70 | |
| &TRIZONE | TRI RAIL EXTERNAL ZONE |
| 1467 | |
| &MAXTIME | |
| 120 | |
| &ROTANG | |
| 270 | |
| &PORTRAIT | |
| 0 | |
| &LANDSCAPE | |
| 0 | |
| &ROTANGW | |
| &PLT | |
| plt | |
| &ASCII | |
| YES | |
| &DATABASE | Optional entry to enable database capability |
| NO | |
| &DBCOOUT | When activated, writes database files for TASSIGN |
| DBC OUTPUT, INET | |
| &MINUROADFAC | Specifies minimum UROAD factor allowed (Optional) |
| 0.50 | |
| &MAXUROADFAC | Specifies maximum UROAD factor allowed |
| 1.00 | |
| &MINCONFAC | Specifies minimum CONFAC factor allowed |
| 0.04 | |
| &MAXCONFAC | Specifies maximum CONFAC factor allowed |
| 1.00 | |
| &MINBPRCOEFF | Specifies minimum BPR coefficient allowed |
| 0.0 | |
| &MAXBPRCOEFF | Specifies maximum BPR coefficient allowed |
| 1.00 | |
| &MINBPREXP | Specifies minimum BPR exponent allowed |
| 1.00 | |
| &MAXBPREXP | Specifies maximum BPR exponent allowed |
| 10.00 | |
| &EMISTABLES | Tables on HTTAB file for intrazonal emissions (default = |
| 1) | |
| 1 | |
| &ASCII | Outputs file HRLDXY.ASC (similar to NETCARD output) |
| YES | |
| &VFACTORS | Required entry. YES must start in column one |
| YES | |
| &DATABASE | Optional entry to enable database capability |
| NO | |
| &DBCOOUT | When activated, writes database files for TASSIGN |
| ~ DBC OUTPUT, INET | |
| &MINUROADFAC | Specifies minimum UROAD factor allowed (Optional) |
| 0.50 | |
| &MAXUROADFAC | Specifies maximum UROAD factor allowed |
| 1.00 | |
| &MINCONFAC | Specifies minimum CONFAC factor allowed |
| 0.04 | |
| &MAXCONFAC | Specifies maximum CONFAC factor allowed |
| 1.00 | |
| &MINBPRCOEFF | Specifies minimum BPR coefficient allowed |

0.0
&MAXBPRCOEFF Specifies maximum BPR coefficient allowed
1.00
&MINBPREXP Specifies minimum BPR exponent allowed
1.00
&MAXBPREXP Specifies maximum BPR exponent allowed
10.00
&EMISTABLES Tables on HTTAB file for intrazonal emissions (default =
1)
1
&ASCII Outputs file HRLDXY.ASC (similar to NETCARD output)
YES
&MODELCAP
~ MODEL CAPACITY
&COLORS
1,2,3,4,5,6,7,8
&ACTC REPORT TRANSIT TRIPS=0 for CENTERS, 1 FOR TAZs
1
&KTHROW ACTIVITY CENTER TEMP FILES, 1=KEEP, 0=DELETE
1
&STDZ2 STANDARD FSUTMSZ2, 1=TRUE, 0=RTA
1
&SELZONE SELECTED TAZ
1500
&DTBZERO
7000

YEAR 2025 EMIS.OUT

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
 EMISSION MODEL FOR MOBILE 6 -- PROGRAM DATE: 16JAN02
 - RUN TIME: 14:11:52 16DEC04

 * MOBILE6.2 (31-Oct-2002) *
 * Input file: MOBILE6.IN (file 1, run 1). *

*These factors are for Southeast Florida only!

M603 Comment:

User has disabled the calculation of REFUELING emissions.

* #
 * SPEED = EPA default speed distribution
 * File 1, Run 1, Scenario 1.
 * #
 M 48 Warning:
 there are no sales for vehicle class HDGV8b
 M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2025
 Month: July
 Altitude: Low
 Minimum Temperature: 69.3 (F)
 Maximum Temperature: 91.2 (F)
 Absolute Humidity: 100. grains/lb
 Nominal Fuel RVP: 7.8 psi
 Weathered RVP: 7.5 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

| LDDT | Vehicle Type: HDDV | LDGV MC | LDGT12 | LDGT34 | LDGT (All) | HDGV | LDDV |
|--------|-----------------------------|------------------|---------------------------|----------------|---------------|--------|--------|
| | | | All Veh GVWR: ----- | <6000 ----- | | | |
| 0.0022 | VMT Distribution: 0.0876 | 0.2788 0.0051 | 0.4388 1.0000 | 0.1507 | | 0.0365 | 0.0003 |

| Composite Emission Factors (g/mi): | | | | | | | |
|------------------------------------|--------------------------|-------|-------|-------|-------|-------|-------|
| 0.154 | Composite VOC : 0.249 | 2.21 | 0.384 | 0.565 | 0.423 | 0.294 | 0.050 |
| 0.516 | Composite CO : 0.319 | 16.25 | 6.987 | 9.90 | 8.34 | 7.12 | 0.679 |
| 0.182 | Composite NOX : 0.945 | 1.06 | 0.372 | 0.509 | 0.356 | 0.344 | 0.032 |

Year = 2025

| Vehicle Type | VMT Distribution |
|--------------|------------------|
| LDGV | 0.2788 |
| LDGT12 | 0.4388 |
| LDGT34 | 0.1507 |
| LDGT | 0.0000 |
| HDGV | 0.0365 |
| LDDV | 0.0003 |
| LDGT | 0.0022 |
| HDDV | 0.0876 |
| MC | 0.0051 |
| All Veh | 1.0000 |
| Speeds: | 1.0 65.0 |
| VOC: | 0.384 0.384 |
| CO: | 6.987 6.987 |
| NOX: | 0.372 0.372 |

INPUT CARD ECHO

INFO all reported values have been adjusted by EMISFAC = 0.9991

SCENARIO 1 MOBILE.TEM
 THE FOLLOWING IS A MATRIX WHICH ASSIGNS A SCENARIO TO EACH FT/AT COMBINATION
 AT=> 1 2 3 4 5

| FT | 1 | 2 | 3 | 4 | 5 |
|----|---|---|---|---|---|
| 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 |
| 3 | 1 | 1 | 1 | 1 | 1 |
| 4 | 1 | 1 | 1 | 1 | 1 |
| 5 | 1 | 1 | 1 | 1 | 1 |
| 6 | 1 | 1 | 1 | 1 | 1 |
| 7 | 1 | 1 | 1 | 1 | 1 |
| 8 | 1 | 1 | 1 | 1 | 1 |
| 9 | 1 | 1 | 1 | 1 | 1 |

INPUT COORDINATE SCALE(UNITS) FROM PROFILE.MAS IS 5280

INFO ALL REPORT VALUES ARE BEING ADJUSTED BY A FACTOR OF 0.9991

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
 GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AT | VOC | CO | NOx |
|----|----|----------|-----------|----------|
| 1 | 1 | 173487. | 3156648. | 168065. |
| 1 | 2 | 44965. | 818158. | 43560. |
| 1 | 3 | 2571533. | 46789840. | 2491171. |

| | | | | |
|---|---|----------|-----------|----------|
| 1 | 4 | 1840017. | 33479698. | 1782517. |
| 1 | 5 | 118377. | 2153904. | 114678. |
| 2 | 1 | 104816. | 1907152. | 101540. |
| 2 | 2 | 6411. | 116645. | 6210. |
| 2 | 3 | 4413165. | 80298944. | 4275256. |
| 2 | 4 | 4076396. | 74171256. | 3949006. |
| 2 | 5 | 258085. | 4695934. | 250020. |
| 3 | 1 | 47957. | 872587. | 46458. |
| 3 | 2 | 1157. | 21051. | 1121. |
| 3 | 3 | 1243178. | 22620036. | 1204329. |
| 3 | 4 | 624764. | 11367771. | 605240. |
| 3 | 5 | 234936. | 4274730. | 227594. |
| 4 | 1 | 50626. | 921159. | 49044. |
| 4 | 2 | 4745. | 86329. | 4596. |
| 4 | 3 | 1991424. | 36234548. | 1929193. |
| 4 | 4 | 671896. | 12225366. | 650900. |
| 4 | 5 | 274455. | 4993790. | 265878. |
| 5 | 1 | 22432. | 408165. | 21731. |
| 5 | 2 | 1783. | 32440. | 1727. |
| 5 | 3 | 837340. | 15235648. | 811172. |
| 5 | 4 | 525741. | 9566034. | 509311. |
| 5 | 5 | 144927. | 2637000. | 140398. |
| 6 | 1 | 149994. | 2729192. | 145307. |
| 6 | 2 | 3946. | 71800. | 3823. |
| 6 | 3 | 162468. | 2956147. | 157390. |
| 6 | 4 | 240150. | 4369608. | 232646. |
| 7 | 1 | 58820. | 1070250. | 56982. |
| 7 | 2 | 16600. | 302035. | 16081. |
| 7 | 3 | 405964. | 7386637. | 393277. |
| 7 | 4 | 271462. | 4939327. | 262978. |
| 7 | 5 | 25280. | 459974. | 24490. |
| 8 | 3 | 388372. | 7066546. | 376235. |
| 8 | 4 | 11836. | 215361. | 11466. |
| 9 | 3 | 1836219. | 33410562. | 1778838. |
| 9 | 4 | 241597. | 4395940. | 234047. |
| 9 | 5 | 680954. | 12390171. | 659674. |

GL TOTAL 24778284.450848448. 24003940.
 (TONS) 27.29 496.53 26.44

GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT AT | VOC | CO | NOx |
|-------|-----|----|-----|
|-------|-----|----|-----|

| | | | |
|----------|------|------|------|
| GL TOTAL | 0. | 0. | 0. |
| (TONS) | 0.00 | 0.00 | 0.00 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AT | VOC | CO | NOx |
|----------|----|--------|---------|--------|
| 2 | 4 | 27808. | 505973. | 26939. |
| 3 | 3 | 7615. | 138565. | 7377. |
| 3 | 5 | 162. | 2943. | 157. |
| 4 | 4 | 1796. | 32681. | 1740. |
| 6 | 3 | 6814. | 123990. | 6601. |
| 7 | 3 | 310. | 5643. | 300. |
| 7 | 4 | 5265. | 95801. | 5101. |
| 8 | 3 | 3060. | 55681. | 2965. |
| GL TOTAL | | 52831. | 961277. | 51180. |
| (TONS) | | 0.06 | 1.06 | 0.06 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
ALL GEOGRAPHIC LOCATIONS

| FT | AT | VOC | CO | NOx |
|----|----|----------|-----------|----------|
| 1 | 1 | 173487. | 3156648. | 168065. |
| 1 | 2 | 44965. | 818158. | 43560. |
| 1 | 3 | 2571533. | 46789840. | 2491171. |
| 1 | 4 | 1840017. | 33479698. | 1782517. |
| 1 | 5 | 118377. | 2153904. | 114678. |
| 2 | 1 | 104816. | 1907152. | 101540. |
| 2 | 2 | 6411. | 116645. | 6210. |
| 2 | 3 | 4413165. | 80298944. | 4275256. |
| 2 | 4 | 4104204. | 74677248. | 3975944. |
| 2 | 5 | 258085. | 4695934. | 250020. |
| 3 | 1 | 47957. | 872587. | 46458. |
| 3 | 2 | 1157. | 21051. | 1121. |
| 3 | 3 | 1250794. | 22758602. | 1211706. |
| 3 | 4 | 624764. | 11367771. | 605240. |
| 3 | 5 | 235098. | 4277674. | 227751. |
| 4 | 1 | 50626. | 921159. | 49044. |
| 4 | 2 | 4745. | 86329. | 4596. |
| 4 | 3 | 1991424. | 36234548. | 1929193. |
| 4 | 4 | 673692. | 12258046. | 652640. |
| 4 | 5 | 274455. | 4993790. | 265878. |
| 5 | 1 | 22432. | 408165. | 21731. |
| 5 | 2 | 1783. | 32440. | 1727. |
| 5 | 3 | 837340. | 15235648. | 811172. |

| | | | | |
|--------|---|-----------|------------|-----------|
| 5 | 4 | 525741. | 9566034. | 509311. |
| 5 | 5 | 144927. | 2637000. | 140398. |
| 6 | 1 | 149994. | 2729192. | 145307. |
| 6 | 2 | 3946. | 71800. | 3823. |
| 6 | 3 | 169282. | 3080138. | 163992. |
| 6 | 4 | 240150. | 4369608. | 232646. |
| 7 | 1 | 58820. | 1070250. | 56982. |
| 7 | 2 | 16600. | 302035. | 16081. |
| 7 | 3 | 406274. | 7392280. | 393578. |
| 7 | 4 | 276727. | 5035127. | 268079. |
| 7 | 5 | 25280. | 459974. | 24490. |
| 8 | 3 | 391432. | 7122226. | 379200. |
| 8 | 4 | 11836. | 215361. | 11466. |
| 9 | 3 | 1836219. | 33410562. | 1778838. |
| 9 | 4 | 241597. | 4395940. | 234047. |
| 9 | 5 | 680954. | 12390171. | 659674. |
| SUM | | 24831120. | 451809824. | 24055122. |
| (TONS) | | 27.35 | 497.59 | 26.49 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FACILITY | | | |
|----------|----------|------------|------------|
| | TYPE | VOC | CO |
| | | NOx | |
| 1 | 4748378. | 86398176. | 4599992. |
| 2 | 8886675. | 161695856. | 8608971. |
| 3 | 2159769. | 39297692. | 2092276. |
| 4 | 2994944. | 54493868. | 2901354. |
| 5 | 1532222. | 27879222. | 1484340. |
| 6 | 563372. | 10250735. | 545767. |
| 7 | 783701. | 14259668. | 759209. |
| 8 | 403268. | 7337588. | 390666. |
| 9 | 2758772. | 50196708. | 2672560. |
| SUM | | 24831120. | 451809824. |
| (TONS) | | 27.35 | 497.59 |
| | | | 26.49 |

| AREA | | | |
|--------|-----------|------------|------------|
| | TYPE | VOC | CO |
| | | NOx | |
| 1 | 608132. | 11065146. | 589128. |
| 2 | 79606. | 1448457. | 77118. |
| 3 | 13867468. | 252322816. | 13434073. |
| 4 | 8538730. | 155365024. | 8271882. |
| 5 | 1737176. | 31608454. | 1682890. |
| SUM | | 24831120. | 451809824. |
| (TONS) | | 27.35 | 497.59 |
| | | | 26.49 |

| NUMBER | | | |
|--------|-------|-----|----|
| | LANES | VOC | CO |
| | | NOx | |

| | | | |
|--------|-----------|------------|-----------|
| 1 | 5058826. | 92046792. | 4900740. |
| 2 | 7551398. | 137399936. | 7315416. |
| 3 | 7477813. | 136061056. | 7244137. |
| 4 | 2764352. | 50298240. | 2677966. |
| 5 | 1646712. | 29962434. | 1595253. |
| 6 | 327147. | 5952544. | 316924. |
| 7 | 4858. | 88388. | 4706. |
| SUM | 24831120. | 451809824. | 24055122. |
| (TONS) | 27.35 | 497.59 | 26.49 |

DAILY VEHICLE MILES

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VMT - GEOGRAPHIC LOCATION NO 1:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|---------|-----------|-----------|----------|-----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 451789. | 117097. | 6696700. | 4791712. | 308273. | 12365571. |
| 2 | 272957. | 16695. | 11492611. | 10615601. | 672096. | 23069960. |
| 3 | 124887. | 3013. | 3237443. | 1626988. | 611812. | 5604143. |
| 4 | 131839. | 12356. | 5185996. | 1749731. | 714726. | 7794648. |
| 5 | 58418. | 4643. | 2180569. | 1369116. | 377415. | 3990160. |
| 6 | 390610. | 10276. | 423093. | 625391. | 0. | 1449370. |
| 7 | 153177. | 43228. | 1057197. | 706931. | 65833. | 2026366. |
| 8 | 0. | 0. | 1011385. | 30823. | 0. | 1042208. |
| 9 | 0. | 0. | 4781820. | 629160. | 1773318. | 7184298. |
| GL TOTAL | 1583678. | 207307. | 36066760. | 22145466. | 4523468. | 64526676. |

DAILY VMT - GEOGRAPHIC LOCATION NO 2:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|----|----|----|----|-------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 0. | 0. | 0. |
| 3 | 0. | 0. | 0. | 0. | 0. | 0. |
| 4 | 0. | 0. | 0. | 0. | 0. | 0. |
| 5 | 0. | 0. | 0. | 0. | 0. | 0. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 0. | 0. | 0. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 0. | 0. | 0. | 0. |

DAILY VMT - GEOGRAPHIC LOCATION NO 3:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | | TOTAL |
|----------|------------------------|----|--------|--------|------|---------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 72416. | 0. | 72416. |
| 3 | 0. | 0. | 19832. | 0. | 421. | 20253. |
| 4 | 0. | 0. | 0. | 4677. | 0. | 4677. |
| 5 | 0. | 0. | 0. | 0. | 0. | 0. |
| 6 | 0. | 0. | 17746. | 0. | 0. | 17746. |
| 7 | 0. | 0. | 808. | 13711. | 0. | 14519. |
| 8 | 0. | 0. | 7969. | 0. | 0. | 7969. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 46355. | 90805. | 421. | 137581. |

DAILY VEHICLE MILES

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

| FT | ----- AREA TYPES ----- | | | | | TOTAL |
|-------|------------------------|---------|-----------|-----------|----------|-----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 451789. | 117097. | 6696700. | 4791712. | 308273. | 12365571. |
| 2 | 272957. | 16695. | 11492611. | 10688018. | 672096. | 23142376. |
| 3 | 124887. | 3013. | 3257275. | 1626988. | 612233. | 5624396. |
| 4 | 131839. | 12356. | 5185996. | 1754408. | 714726. | 7799326. |
| 5 | 58418. | 4643. | 2180569. | 1369116. | 377415. | 3990160. |
| 6 | 390610. | 10276. | 440838. | 625391. | 0. | 1467116. |
| 7 | 153177. | 43228. | 1058004. | 720643. | 65833. | 2040885. |
| 8 | 0. | 0. | 1019354. | 30823. | 0. | 1050178. |
| 9 | 0. | 0. | 4781820. | 629160. | 1773318. | 7184298. |
| TOTAL | 1583678. | 207307. | 36113100. | 22236272. | 4523890. | 64664244. |

DAILY VMT

FACILITY
TYPE

| | |
|---|-----------|
| 1 | 12365574. |
| 2 | 23142374. |
| 3 | 5624398. |
| 4 | 7799318. |
| 5 | 3990164. |
| 6 | 1467116. |
| 7 | 2040885. |
| 8 | 1050177. |
| 9 | 7184300. |

TOTAL 64664220.

DAILY VMT
AREA
TYPE

| | |
|---|-----------|
| 1 | 1583678. |
| 2 | 207307. |
| 3 | 36113100. |
| 4 | 22236272. |
| 5 | 4523890. |

TOTAL 64664220.

DAILY VMT
NUMBER
LANES

| | |
|---|-----------|
| 1 | 13174040. |
| 2 | 19665086. |
| 3 | 19473488. |
| 4 | 7198836. |
| 5 | 4288312. |
| 6 | 851946. |
| 7 | 12650. |

TOTAL 64664220.

DAILY VEHICLE HOURS

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VHT - GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|-------|----------|----------|---------|----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 16388. | 3172. | 375968. | 192373. | 69748. | 657648. |
| 2 | 22441. | 597. | 647516. | 719819. | 19378. | 1409751. |
| 3 | 8647. | 136. | 188692. | 112772. | 14628. | 324875. |
| 4 | 9372. | 1248. | 289794. | 109346. | 22723. | 432482. |
| 5 | 5801. | 372. | 130202. | 89611. | 9905. | 235891. |
| 6 | 32844. | 806. | 22187. | 38568. | 0. | 94405. |
| 7 | 11288. | 1702. | 73344. | 42000. | 2084. | 130419. |
| 8 | 0. | 0. | 29998. | 733. | 0. | 30731. |
| 9 | 0. | 0. | 204110. | 16970. | 41849. | 262929. |
| GL TOTAL | 106782. | 8033. | 1961820. | 1322192. | 180316. | 3579143. |

DAILY VHT - GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|----|----|----|----|-------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 0. | 0. | 0. |
| 3 | 0. | 0. | 0. | 0. | 0. | 0. |
| 4 | 0. | 0. | 0. | 0. | 0. | 0. |
| 5 | 0. | 0. | 0. | 0. | 0. | 0. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 0. | 0. | 0. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 0. | 0. | 0. | 0. |

DAILY VHT - GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----------|------------|----|-------|-------|----|-------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 2769. | 0. | 2769. |
| 3 | 0. | 0. | 631. | 0. | 9. | 639. |
| 4 | 0. | 0. | 0. | 318. | 0. | 318. |
| 5 | 0. | 0. | 0. | 0. | 0. | 0. |
| 6 | 0. | 0. | 510. | 0. | 0. | 510. |
| 7 | 0. | 0. | 40. | 388. | 0. | 428. |
| 8 | 0. | 0. | 133. | 0. | 0. | 133. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 1315. | 3475. | 9. | 4798. |

DAILY VEHICLE HOURS

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|-------|---------|---------|--------|----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 16388. | 3172. | 375968. | 192373. | 69748. | 657648. |
| 2 | 22441. | 597. | 647516. | 722588. | 19378. | 1412520. |
| 3 | 8647. | 136. | 189323. | 112772. | 14637. | 325514. |
| 4 | 9372. | 1248. | 289794. | 109663. | 22723. | 432800. |
| 5 | 5801. | 372. | 130202. | 89611. | 9905. | 235891. |
| 6 | 32844. | 806. | 22697. | 38568. | 0. | 94916. |
| 7 | 11288. | 1702. | 73384. | 42389. | 2084. | 130848. |
| 8 | 0. | 0. | 30131. | 733. | 0. | 30864. |
| 9 | 0. | 0. | 204110. | 16970. | 41849. | 262929. |

TOTAL 106782. 8033. 1963135. 1325667. 180324. 3583941.

DAILY VHT
FACILITY
TYPE

| | |
|---|----------|
| 1 | 657648. |
| 2 | 1412522. |
| 3 | 325515. |
| 4 | 432800. |
| 5 | 235891. |
| 6 | 94915. |
| 7 | 130848. |
| 8 | 30864. |
| 9 | 262929. |

TOTAL 3583922.

DAILY VHT
AREA
TYPE

| | |
|---|----------|
| 1 | 106782. |
| 2 | 8033. |
| 3 | 1963135. |
| 4 | 1325667. |
| 5 | 180324. |

TOTAL 3583922.

DAILY VHT
NUMBER
LANES

| | |
|---|----------|
| 1 | 847382. |
| 2 | 1053467. |
| 3 | 1045655. |
| 4 | 466648. |
| 5 | 115062. |
| 6 | 37876. |
| 7 | 17838. |

TOTAL 3583922.

AVERAGE CONGESTED SPEED (mph)

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----------|------------------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 27.57 | 36.92 | 17.81 | 24.91 | 4.42 |
| 2 | 12.16 | 27.99 | 17.75 | 14.75 | 34.68 |
| 3 | 14.44 | 22.14 | 17.16 | 14.43 | 41.82 |
| 4 | 14.07 | 9.90 | 17.90 | 16.00 | 31.45 |
| 5 | 10.07 | 12.50 | 16.75 | 15.28 | 38.10 |
| 6 | 11.89 | 12.74 | 19.07 | 16.22 | 0.00 |
| 7 | 13.57 | 25.39 | 14.41 | 16.83 | 31.58 |
| 8 | 0.00 | 0.00 | 33.72 | 42.05 | 0.00 |
| 9 | 0.00 | 0.00 | 23.43 | 37.07 | 42.37 |
| GL TOTAL | 14.83 | 25.81 | 18.38 | 16.75 | 25.09 |

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----------|------------------------|------|------|------|------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| GL TOTAL | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

- - - - -
AVERAGE SPEED - GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | ----- AREA TYPES ----- | | | | |
|----|------------------------|------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 | 0.00 | 26.15 | 0.00 |
| 3 | 0.00 | 0.00 | 31.44 | 0.00 | 48.00 |
| 4 | 0.00 | 0.00 | 0.00 | 14.72 | 0.00 |

| | | | | | |
|----------|------|------|-------|-------|-------|
| 5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6 | 0.00 | 0.00 | 34.77 | 0.00 | 0.00 |
| 7 | 0.00 | 0.00 | 20.00 | 35.34 | 0.00 |
| 8 | 0.00 | 0.00 | 59.81 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| GL TOTAL | 0.00 | 0.00 | 35.26 | 26.13 | 48.00 |

AVERAGE CONGESTED SPEED (mph)

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
AVERAGE SPEED - ALL GEOGRAPHIC LOCATIONS
----- AREA TYPES -----

| FT | 1 | 2 | 3 | 4 | 5 |
|-------|-------|-------|-------|-------|-------|
| 1 | 27.57 | 36.92 | 17.81 | 24.91 | 4.42 |
| 2 | 12.16 | 27.99 | 17.75 | 14.79 | 34.68 |
| 3 | 14.44 | 22.14 | 17.20 | 14.43 | 41.83 |
| 4 | 14.07 | 9.90 | 17.90 | 16.00 | 31.45 |
| 5 | 10.07 | 12.50 | 16.75 | 15.28 | 38.10 |
| 6 | 11.89 | 12.74 | 19.42 | 16.22 | 0.00 |
| 7 | 13.57 | 25.39 | 14.42 | 17.00 | 31.58 |
| 8 | 0.00 | 0.00 | 33.83 | 42.05 | 0.00 |
| 9 | 0.00 | 0.00 | 23.43 | 37.07 | 42.37 |
| TOTAL | 14.83 | 25.81 | 18.40 | 16.77 | 25.09 |

AVERAGE SPEED
FACILITY
TYPE

| | |
|-------|-------|
| 1 | 18.80 |
| 2 | 16.38 |
| 3 | 17.28 |
| 4 | 18.02 |
| 5 | 16.92 |
| 6 | 15.46 |
| 7 | 15.60 |
| 8 | 34.03 |
| 9 | 27.32 |
| TOTAL | 18.04 |

AVERAGE SPEED
AREA
TYPE

| | |
|---|-------|
| 1 | 14.83 |
| 2 | 25.81 |
| 3 | 18.40 |
| 4 | 16.77 |
| 5 | 25.09 |

TOTAL 18.04

AVERAGE SPEED

NUMBER
LANES

| | |
|---|-------|
| 1 | 15.55 |
| 2 | 18.67 |
| 3 | 18.62 |
| 4 | 15.43 |
| 5 | 37.27 |
| 6 | 22.49 |
| 7 | 0.71 |

TOTAL 18.04

□

YEAR 2025 HEVAL.OUT

FLORIDA D.O.T.
PAGE NO. 1
FSUTMS
DATE 14DEC04
VER 5.50
TIME 18:47:06

miami

HIGHWAY ASSIGNMENT

"HELABELS.SYN" CONTENTS:

| | | | | |
|-------------|---|---|---------|-----------------|
| LABEL FT 11 | 1 | 1 | FREEWAY | FREEWAY |
| LABEL FT 12 | 1 | 1 | | |
| LABEL FT 15 | 1 | 1 | | |
| LABEL FT 16 | 1 | 1 | | |
| LABEL FT 17 | 1 | 1 | | |
| LABEL FT 21 | 2 | 2 | D. ART | DIV. ARTERIAL |
| LABEL FT 22 | 2 | 2 | | |
| LABEL FT 23 | 2 | 2 | | |
| LABEL FT 24 | 2 | 2 | | |
| LABEL FT 25 | 2 | 2 | | |
| LABEL FT 31 | 3 | 3 | U. ART | UNDIV. ARTERIAL |
| LABEL FT 32 | 3 | 3 | | |
| LABEL FT 33 | 3 | 3 | | |
| LABEL FT 34 | 3 | 3 | | |
| LABEL FT 35 | 3 | 3 | | |
| LABEL FT 36 | 3 | 3 | | |
| LABEL FT 37 | 3 | 3 | | |
| LABEL FT 38 | 3 | 3 | | |
| LABEL FT 41 | 4 | 4 | COLLCTR | COLLECTOR |
| LABEL FT 42 | 4 | 4 | | |
| LABEL FT 43 | 4 | 4 | | |
| LABEL FT 44 | 4 | 4 | | |
| LABEL FT 45 | 4 | 4 | | |
| LABEL FT 46 | 4 | 4 | | |
| LABEL FT 47 | 4 | 4 | | |
| LABEL FT 48 | 4 | 4 | | |
| LABEL FT 51 | 5 | 5 | LOCAL | CENTROID CONN. |
| LABEL FT 52 | 5 | 5 | | |
| LABEL FT 61 | 6 | 6 | 1 WAY | ONE WAY |
| LABEL FT 62 | 6 | 6 | | |
| LABEL FT 63 | 6 | 6 | | |
| LABEL FT 64 | 6 | 6 | | |
| LABEL FT 65 | 6 | 6 | | |
| LABEL FT 66 | 6 | 6 | | |
| LABEL FT 67 | 6 | 6 | | |
| LABEL FT 68 | 6 | 6 | | |
| LABEL FT 71 | 7 | 7 | RAMP | RAMPS |
| LABEL FT 72 | 7 | 7 | | |
| LABEL FT 73 | 7 | 7 | | |
| LABEL FT 74 | 7 | 7 | | |
| LABEL FT 75 | 7 | 7 | | |
| LABEL FT 76 | 7 | 7 | | |
| LABEL FT 77 | 7 | 7 | | |
| LABEL FT 78 | 7 | 7 | | |
| LABEL FT 79 | 7 | 7 | | |
| LABEL FT 81 | 8 | 8 | HOV | HOV |
| LABEL FT 82 | 8 | 8 | | |
| LABEL FT 83 | 8 | 8 | | |
| LABEL FT 84 | 8 | 8 | | |

"HELABELS.SYN" CONTENTS:

```

LABEL FT 85 8 8
LABEL FT 86 8 8
LABEL FT 87 8 8
LABEL FT 88 8 8
LABEL FT 89 8 8
LABEL FT 91 9 9 TOLL      TOLL
LABEL FT 92 9 9
LABEL FT 93 9 9
LABEL FT 94 9 9
LABEL FT 95 9 9
LABEL FT 96 9 9
LABEL FT 97 9 9
LABEL FT 98 9 9
LABEL FT 99 9 9
LABEL AT 11 1 1 CBD      CBD
LABEL AT 12 1 1
LABEL AT 13 1 1
LABEL AT 14 1 1
LABEL AT 21 2 2 FRINGE    FRINGE
LABEL AT 31 3 3 RESID.   RESIDENTIAL
LABEL AT 32 3 3
LABEL AT 33 3 3
LABEL AT 34 3 3
LABEL AT 41 4 4 OBD      OBD
LABEL AT 42 4 4
LABEL AT 43 4 4
LABEL AT 44 4 4
LABEL AT 51 5 5 RURAL    RURAL
LABEL AT 52 5 5

```

FACILITY TYPES SELECTED:

FACILITY TYPES SKIPPED:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|----|----|----|----|----|----|----|----|----|----|
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | |

AREA TYPES SELECTED:

AREA TYPES SKIPPED:

| | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | |

```
*****      *****      *****      *****      *****      *****      *****      *****      *****      *****      ***      *      *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
```

HEVAL MODULE (D5520931.DRIVER.SETUP.FORT(HEVAL))

A GENERAL PURPOSE HIGHWAY EVALUATION PROGRAM DESIGNED TO PROVIDE THE TRANSPORTATION PLANNER WITH A TOOL TO EVALUATE A HIGHWAY ASSIGNMENT. THE PROGRAM OPERATES IN TWO MODES. ONE MODE ALLOWS THE USER TO PRINT A VARIETY OF REPORTS DESIGNED TO ASSIST IN THE TASK OF MODEL VALIDATION. THIS MODE IS REFERRED TO INTERNALLY AS VALIDATION AND IS SET BY THE USER WITH A STATEMENT - "VALIDATE=T" THE OTHER MODE IS AS AN ASSIGNMENT ANALYSIS TOOL. THIS MODE IS GENERALLY USED FOR ASSIGNMENTS TO FUTURE YEAR NETWORKS. THIS MODE IS SET BY THE USER WITH A STATEMENT "ANALYSIS=T".

INPUT DATA FOR THIS RUN:

USES HRLDXY FILE AS DATA SOURCE
RATES=1979 UROAD AND CUTS RATES

OUTPUT DATA SETS FOR THIS RUN:

PRINTOUT ONLY

DATE AND TIME OF THIS RUN:

14DEC04 (DDMMYY) 18:47:07 (HH.MM.SS)

TYPE OF RUN:

ANALYSIS

| | | | | | | | | | | | | |
|---------------------------|---------------------------|---------------------------|---------------------|---------------------|---------|---------------------|---------------------------|---------------------------|---------------------|---------------------|---------|---------------------|
| $\star \star \star$ | $\star \star \star \star$ | $\star \star \star \star$ | \star | \star | \star | $\star \star \star$ | $\star \star \star \star$ | $\star \star \star \star$ | $\star \star \star$ | \star | \star | $\star \star \star$ |
| \star | \star | \star | \star | \star | \star | $\star \star$ | $\star \star$ | \star | \star | \star | \star | $\star \star$ |
| $\star \star \star \star$ | $\star \star \star$ | $\star \star \star$ | \star | \star | \star | $\star \star \star$ | \star | \star | \star | \star | \star | $\star \star$ |
| \star | \star | \star | \star | \star | \star | \star | \star | \star | \star | \star | \star | \star |
| \star | \star | $\star \star \star$ | $\star \star \star$ | $\star \star \star$ | \star | \star | \star | $\star \star \star$ | $\star \star \star$ | $\star \star \star$ | \star | $\star \star \star$ |

FACILITY AND AREA TYPES AS DEFINED IN THE HNET MODULE:

FACILITY TYPE 1 - FREEWAYS
FACILITY TYPE 2 - EXPRESSWAYS AND DIVIDED ARTERIALS
FACILITY TYPE 3 - UNDIVIDED ARTERIALS
FACILITY TYPE 4 - COLLECTORS
FACILITY TYPE 5 - LOCALS (CENTROID CONNECTORS) - NOT INCLUDED
FACILITY TYPE 6 - ONE WAYS
FACILITY TYPE 8 - HOV LINKS
FACILITY TYPE 9 - TOLL RAMPS

AREA TYPE 1 - CBD
AREA TYPE 2 - FRINGE
AREA TYPE 3 - RESIDENTIAL
AREA TYPE 4 - OBD
AREA TYPE 5 - RURAL

LANE VALUES REPORTED ARE TRUE LANE VALUES.

THE FOLLOWING RATES ARE USED IN THE VARIOUS CALCULATIONS:

ACCIDENT RATES: FREEWAYS - 1.060 PER MILLION VEHICLE MILES
 ARTERIALS - 5.830 PER MILLION VEHICLE MILES
 LOCALS - 8.630 PER MILLION VEHICLE MILES

INJURY RATES : FREEWAYS - 0.730 PER MILLION VEHICLE MILES
ARTERIALS - 3.850 PER MILLION VEHICLE MILES
LOCALS - 3.490 PER MILLION VEHICLE MILES

FATALITY RATES: FREEWAYS - 0.009 PER MILLION VEHICLE MILES
 ARTERIALS - 0.019 PER MILLION VEHICLE MILES
 LOCALS - 0.018 PER MILLION VEHICLE MILES

| | | | | | | | | | | | | | |
|-------|-------|-------|------|-----|---|---|-------|-------|-------|-------|-----|----|-----|
| *** | ***** | ***** | * | * | * | * | ***** | ***** | ***** | *** | * | * | *** |
| * | * | * | * | * | * | * | ** | ** | * | * | * | ** | * |
| ***** | *** | *** | * | * | * | * | ** | ** | * | * | * | ** | *** |
| * | * | * | * | * | * | * | * | * | * | * | * | ** | * |
| * | * | **** | **** | *** | * | * | * | * | * | ***** | *** | * | *** |

| CARBON MONOXIDE EMISSIONS (GRAMS PER VEHICLE MILE) | | | | | | | | | | | | | |
|--|---------|--------------|--------|--------------|--------|--------------|--------|--------------|-------|--------------|-------|--------------|-------|
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| 3 SPEED | 3 FT 1 | 3 FT 2 | 3 FT 3 | 3 FT 4 | 3 FT 5 | 3 FT 6 | 3 FT 7 | 3 | 3 | 3 | 3 | 3 | 3 |
| FT 8 | FT 9 | | | | | | | | | | | | |
| 3 LT 20 | 3 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 |
| 37.73 | 37.73 | 3 | | | | | | | | | | | |
| 3 20 - 25 | 3 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 |
| 27.77 | 27.77 | 3 | | | | | | | | | | | |
| 3 25 - 30 | 3 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 |
| 21.82 | 21.82 | 3 | | | | | | | | | | | |
| 3 30 - 35 | 3 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 |
| 17.72 | 17.72 | 3 | | | | | | | | | | | |
| 3 35 - 40 | 3 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 |
| 14.74 | 14.74 | 3 | | | | | | | | | | | |
| 3 40 - 45 | 3 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 |
| 12.49 | 12.49 | 3 | | | | | | | | | | | |
| 3 45 - 50 | 3 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 |
| 10.76 | 10.76 | 3 | | | | | | | | | | | |
| 3 50 - 55 | 3 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 |
| 10.64 | 10.64 | 3 | | | | | | | | | | | |
| 3 55 - 60 | 3 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 |
| 12.84 | 12.84 | 3 | | | | | | | | | | | |
| 3 GE 60 | 3 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 |
| 17.23 | 17.23 | 3 | | | | | | | | | | | |

| HYDROCARBON EMISSIONS (GRAMS PER VEHICLE MILES) | | | | | | | | | | | | | |
|---|--------|--------------|--------|--------------|--------|--------------|--------|--------------|------|--------------|------|--------------|------|
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| 3 SPEED | 3 FT 1 | 3 FT 2 | 3 FT 3 | 3 FT 4 | 3 FT 5 | 3 FT 6 | 3 FT 7 | 3 | 3 | 3 | 3 | 3 | 3 |
| FT 8 | FT 9 | | | | | | | | | | | | |
| 3 LT 20 | 3 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 |
| 2.30 | 2.30 | 3 | | | | | | | | | | | |
| 3 20 - 25 | 3 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 |
| 1.73 | 1.73 | 3 | | | | | | | | | | | |
| 3 25 - 30 | 3 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 |
| 1.47 | 1.47 | 3 | | | | | | | | | | | |
| 3 30 - 35 | 3 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 |
| 1.29 | 1.29 | 3 | | | | | | | | | | | |
| 3 35 - 40 | 3 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 |
| 1.16 | 1.16 | 3 | | | | | | | | | | | |

| | | | | | | | | | | | |
|--------------|----|----|------|--------------|------|------|------|------|------|------|------|
| ³ | 40 | - | 45 | ³ | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| 1.05 | | | 1.05 | ³ | | | | | | | |
| ³ | 45 | - | 50 | ³ | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| 0.97 | | | 0.97 | ³ | | | | | | | |
| ³ | 50 | - | 55 | ³ | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| 0.95 | | | 0.95 | ³ | | | | | | | |
| ³ | 55 | - | 60 | ³ | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| 0.98 | | | 0.98 | ³ | | | | | | | |
| ³ | GE | 60 | | ³ | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 |
| 1.07 | | | 1.07 | ³ | | | | | | | |
| <hr/> | | | | | | | | | | | |
| <hr/> | | | | | | | | | | | |

| OXIDES OF NITROGEN EMISSIONS (GRAMS PER VEHICLE MILE) | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------|--------------|--------------|--------------|--------------|------|------|--------------|------|------|--------------|------|------|--------------|------|------|--------------|------|------|--------------|------|------|--------------|------|
| ³ | SPEED | ³ | FT | 1 | ³ | FT | 2 | ³ | FT | 3 | ³ | FT | 4 | ³ | FT | 5 | ³ | FT | 6 | ³ | FT | 7 | ³ | |
| FT | 8 | ³ | FT | 9 | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | | ³ | | | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | | ³ | | | ³ | | | | | | | | | | | | | | | | | | | |
| ³ | LT | 20 | ³ | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 |
| 1.99 | | 1.99 | ³ | | | | | | | | | | | | | | | | | | | | | |
| ³ | 20 | - | 25 | ³ | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | |
| 1.89 | | 1.89 | ³ | | | | | | | | | | | | | | | | | | | | | |
| ³ | 25 | - | 30 | ³ | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | | 1.88 | |
| 1.88 | | 1.88 | ³ | | | | | | | | | | | | | | | | | | | | | |
| ³ | 30 | - | 35 | ³ | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | | 1.89 | |
| 1.89 | | 1.89 | ³ | | | | | | | | | | | | | | | | | | | | | |
| ³ | 35 | - | 40 | ³ | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | | 1.91 | |
| 1.91 | | 1.91 | ³ | | | | | | | | | | | | | | | | | | | | | |
| ³ | 40 | - | 45 | ³ | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | | 1.94 | |
| 1.94 | | 1.94 | ³ | | | | | | | | | | | | | | | | | | | | | |
| ³ | 45 | - | 50 | ³ | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | | 1.99 | |
| 1.99 | | 1.99 | ³ | | | | | | | | | | | | | | | | | | | | | |
| ³ | 50 | - | 55 | ³ | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | | 2.25 | |
| 2.25 | | 2.25 | ³ | | | | | | | | | | | | | | | | | | | | | |
| ³ | 55 | - | 60 | ³ | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | | 2.56 | |
| 2.56 | | 2.56 | ³ | | | | | | | | | | | | | | | | | | | | | |
| ³ | GE | 60 | ³ | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 | | 2.92 |
| 2.92 | | 2.92 | ³ | | | | | | | | | | | | | | | | | | | | | |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | | |
| <hr/> | | | | | | | | | | | | | | | | | | | | | | | | |

```

***   ****   ****   *   *   *   ****   ****   ****   ***   *   *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
****   ***   ***   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   ****   ****   ***   *   *   *   *   *   *   *   *   *   *

```

FUEL USE (GALLONS PER MILE)

| | SPEED | FT 1 | FT 2 | FT 3 | FT 4 | FT 5 | FT 6 | FT 7 | |
|------|---------|------|------|------|------|------|------|------|------|
| FT 8 | FT 9 | | | | | | | | |
| 0.06 | LT 20 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 20 - 25 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 25 - 30 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 30 - 35 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 35 - 40 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 40 - 45 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 45 - 50 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 50 - 55 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 55 - 60 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 60 - 65 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | GE 65 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |

EVAL USES CONSTRUCTION CODES TO CALCULATE NEW AND IMPROVED LANE MILES AND CONSTRUCTION COSTS. THE CODE DEFINITIONS ARE:

CODE

- 1 - ADD 2 LANES, FT REMAINS SAME (ONE WAY - ADD 1 LANE)
- 2 - ADD 4 LANES, FT REMAINS SAME (ONE WAY - ADD 2 LANES)
- 3 - ADD 6 LANES, FT REMAINS SAME (ONE WAY - ADD 3 LANES)
- 4 - ADD 2 LANES, UPGRADE FT BY 1
- 5 - ADD 2 LANES, UPGRADE FT BY 2
- 6 - ADD 4 LANES, UPGRADE FT BY 1
- 7 - NEW CONSTRUCTION - 2 LANES (ONE WAY - 1 LANE)
- 8 - NEW CONSTRUCTION - 4 LANES (ONE WAY - 2 LANES)
- 9 - NEW CONSTRUCTION - 6 LANES (ONE WAY - 3 LANES)
- 0 - NO NEW CONSTRUCTION

CONSTRUCTION COST : THOUSAND DOLLARS PER MILE

| FT 8 | | FT 9 | | FT 1 | FT 2 | FT 3 | FT 4 | FT 5 | FT 6 | FT 7 |
|---------|---------|------|---------|---------|---------|---------|------|---------|---------|------|
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| | | CODE | | | | | | | | |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 1901.00 | 1901.00 | 1 | 1901.00 | 1478.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | |
| 2628.00 | 2628.00 | 2 | 2628.00 | 2464.00 | 2217.00 | 2217.00 | 0.00 | 2217.00 | 2217.00 | |
| 2713.00 | 2713.00 | 3 | 2713.00 | 2851.00 | 2534.00 | 2534.00 | 0.00 | 2534.00 | 2534.00 | |
| 0.00 | 0.00 | 4 | 0.00 | 1478.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | |
| 0.00 | 0.00 | 5 | 0.00 | 0.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | |
| 0.00 | 0.00 | 6 | 0.00 | 2464.00 | 2217.00 | 2217.00 | 0.00 | 2217.00 | 2217.00 | |
| 0.00 | 0.00 | 7 | 0.00 | 1267.00 | 1267.00 | 1267.00 | 0.00 | 1267.00 | 1267.00 | |
| 2059.00 | 2059.00 | 8 | 2059.00 | 2112.00 | 1760.00 | 1760.00 | 0.00 | 1760.00 | 1760.00 | |
| 2628.00 | 2628.00 | 9 | 2628.00 | 2464.00 | 2218.00 | 2218.00 | 0.00 | 2218.00 | 2218.00 | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------------|--------------|-------------|----------------|---------------|---------------|----------------|
| FREEWAY | 6.14 | 1.68 | 92.72 | 56.07 | 2.03 | 158.64 |
| D. ART | 6.45 | 0.47 | 286.67 | 218.48 | 25.19 | 537.26 |
| U. ART | 5.94 | 0.20 | 156.14 | 50.63 | 57.56 | 270.47 |
| COLLCTR | 7.40 | 0.85 | 363.42 | 85.65 | 139.06 | 596.38 |
| 1 WAY | 23.28 | 1.18 | 24.40 | 34.36 | 0.00 | 83.22 |
| RAMP | 7.00 | 1.89 | 60.13 | 38.22 | 3.25 | 110.49 |
| HOV | 0.00 | 0.00 | 63.81 | 3.28 | 0.00 | 67.09 |
| TOLL | 0.00 | 0.00 | 111.24 | 17.74 | 38.66 | 167.64 |
| Totals | 56.21 | 6.27 | 1158.53 | 504.43 | 265.75 | 1991.19 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL LANE MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|---------|---------|--------|---------|
| FREEWAY | 21.36 | 5.72 | 329.20 | 209.26 | 10.40 | 575.94 |
| D. ART | 28.29 | 2.32 | 1314.53 | 1083.67 | 102.48 | 2531.29 |
| U. ART | 17.31 | 0.40 | 397.82 | 177.97 | 162.92 | 756.42 |
| COLLCTR | 20.89 | 1.70 | 933.97 | 262.28 | 307.38 | 1526.22 |
| 1 WAY | 52.35 | 2.53 | 59.65 | 87.52 | 0.00 | 202.05 |
| RAMP | 10.27 | 3.06 | 88.20 | 56.02 | 6.38 | 163.93 |
| HOV | 0.00 | 0.00 | 81.06 | 3.28 | 0.00 | 84.34 |
| TOLL | 0.00 | 0.00 | 345.37 | 39.96 | 143.49 | 528.82 |
| Totals | 150.47 | 15.73 | 3549.80 | 1919.96 | 733.05 | 6369.01 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL DIRECTIONAL SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 6.14 | 1.68 | 97.13 | 56.07 | 2.60 | 163.62 |
| D. ART | 12.90 | 0.94 | 573.34 | 436.96 | 50.38 | 1074.52 |
| U. ART | 11.86 | 0.40 | 312.28 | 101.26 | 115.04 | 540.84 |
| COLLCTR | 14.80 | 1.70 | 726.84 | 170.91 | 278.12 | 1192.37 |
| 1 WAY | 23.28 | 1.18 | 24.40 | 34.36 | 0.00 | 83.22 |
| RAMP | 7.00 | 1.89 | 61.85 | 38.48 | 3.25 | 112.47 |
| HOV | 0.00 | 0.00 | 63.81 | 3.28 | 0.00 | 67.09 |
| TOLL | 0.00 | 0.00 | 111.65 | 17.74 | 38.66 | 168.05 |
| Totals | 75.98 | 7.79 | 1971.30 | 859.06 | 488.05 | 3402.18 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: AVERAGE LINK LENGTH USING SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.16 | 0.13 | 0.31 | 0.31 | 0.41 | 0.30 |
| D. ART | 0.11 | 0.09 | 0.25 | 0.20 | 0.42 | 0.22 |
| U. ART | 0.10 | 0.10 | 0.27 | 0.20 | 0.69 | 0.28 |
| COLLCTR | 0.09 | 0.08 | 0.26 | 0.21 | 0.48 | 0.27 |
| 1 WAY | 0.08 | 0.07 | 0.22 | 0.22 | 0.00 | 0.14 |
| RAMP | 0.10 | 0.09 | 0.12 | 0.09 | 0.11 | 0.11 |
| HOV | 0.00 | 0.00 | 0.19 | 0.15 | 0.00 | 0.19 |
| TOLL | 0.00 | 0.00 | 0.23 | 0.24 | 0.45 | 0.26 |
| Totals | 0.09 | 0.09 | 0.24 | 0.19 | 0.48 | 0.23 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL VMT USING VOLUMES ON LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 452205 | 117205 | 6702867 | 4796125 | 308557 | 12376959 |
| D. ART | 273209 | 16710 | 11503193 | 10697867 | 672715 | 23163694 |
| U. ART | 125002 | 3016 | 3260275 | 1628487 | 612797 | 5629577 |
| COLLCTR | 131960 | 12367 | 5190779 | 1756023 | 715384 | 7806514 |
| 1 WAY | 390970 | 10286 | 441244 | 625967 | 0 | 1468467 |
| RAMP | 153318 | 43268 | 1058979 | 721306 | 65893 | 2042765 |
| HOV | 0 | 0 | 1020293 | 30852 | 0 | 1051145 |
| TOLL | 0 | 0 | 4786224 | 629739 | 1774951 | 7190914 |
| Totals | 1526664 | 202851 | 33963852 | 20886366 | 4150297 | 60730032 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL VMT USING CAPACITY

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 412177 | 110536 | 6138788 | 3917645 | 188443 | 10767588 |
| D. ART | 232592 | 20539 | 11695319 | 9276511 | 1305472 | 22530432 |
| U. ART | 130011 | 2574 | 2984187 | 1370558 | 2068491 | 6555822 |
| COLLCTR | 124403 | 9817 | 5569331 | 1610147 | 1937245 | 9250942 |
| 1 WAY | 435010 | 20371 | 532851 | 702977 | 0 | 1691209 |
| RAMP | 159426 | 47103 | 1339631 | 857680 | 78640 | 2482480 |
| HOV | 0 | 0 | 1551092 | 62814 | 0 | 1613906 |
| TOLL | 0 | 0 | 6339742 | 740464 | 2594574 | 9674780 |
| Totals | 1493620 | 210940 | 36150940 | 18538796 | 8172865 | 64567156 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: RATIO OF VOLUME OVER CAPACITY VMT

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 1.10 | 1.06 | 1.09 | 1.22 | 1.64 | 1.15 |
| D. ART | 1.17 | 0.81 | 0.98 | 1.15 | 0.52 | 1.03 |
| U. ART | 0.96 | 1.17 | 1.09 | 1.19 | 0.30 | 0.86 |
| COLLCTR | 1.06 | 1.26 | 0.93 | 1.09 | 0.37 | 0.84 |
| 1 WAY | 0.90 | 0.50 | 0.83 | 0.89 | 0.00 | 0.87 |
| RAMP | 0.96 | 0.92 | 0.79 | 0.84 | 0.84 | 0.82 |
| HOV | 0.00 | 0.00 | 0.66 | 0.49 | 0.00 | 0.65 |
| TOLL | 0.00 | 0.00 | 0.75 | 0.85 | 0.68 | 0.74 |
| Totals | 1.02 | 0.96 | 0.94 | 1.13 | 0.51 | 0.94 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL VHT USING VOLUMES ON LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|---------|---------|--------|---------|
| FREEWAY | 16403 | 3175 | 376316 | 192550 | 69812 | 658257 |
| D. ART | 22462 | 597 | 648115 | 723256 | 19396 | 1413826 |
| U. ART | 8655 | 136 | 189498 | 112876 | 14650 | 325816 |
| COLLCTR | 9381 | 1249 | 290062 | 109765 | 22744 | 433200 |
| 1 WAY | 32875 | 807 | 22718 | 38603 | 0 | 95003 |
| RAMP | 11299 | 1704 | 73452 | 42428 | 2086 | 130969 |
| HOV | 0 | 0 | 30159 | 734 | 0 | 30893 |
| TOLL | 0 | 0 | 204299 | 16986 | 41888 | 263173 |
| Totals | 101074 | 7668 | 1834618 | 1237198 | 170577 | 3351136 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL VHT USING CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 13745 | 2887 | 268706 | 144308 | 36807 | 466452 |
| D. ART | 17403 | 669 | 569447 | 553768 | 30649 | 1171936 |
| U. ART | 8216 | 116 | 149986 | 79179 | 45601 | 283098 |
| COLLCTR | 7964 | 827 | 254400 | 85172 | 53113 | 401476 |
| 1 WAY | 34298 | 1188 | 24456 | 38105 | 0 | 98047 |
| RAMP | 8794 | 1690 | 64727 | 39834 | 1999 | 117043 |
| HOV | 0 | 0 | 40081 | 1240 | 0 | 41321 |
| TOLL | 0 | 0 | 297484 | 19571 | 79782 | 396837 |
| Totals | 90419 | 7376 | 1669287 | 961177 | 247950 | 2976209 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: RATIO OF VOLUME OVER CAPACITY VHT

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 1.19 | 1.10 | 1.40 | 1.33 | 1.90 | 1.41 |
| D. ART | 1.29 | 0.89 | 1.14 | 1.31 | 0.63 | 1.21 |
| U. ART | 1.05 | 1.18 | 1.26 | 1.43 | 0.32 | 1.15 |
| COLLCTR | 1.18 | 1.51 | 1.14 | 1.29 | 0.43 | 1.08 |
| 1 WAY | 0.96 | 0.68 | 0.93 | 1.01 | 0.00 | 0.97 |
| RAMP | 1.28 | 1.01 | 1.13 | 1.07 | 1.04 | 1.12 |
| HOV | 0.00 | 0.00 | 0.75 | 0.59 | 0.00 | 0.75 |
| TOLL | 0.00 | 0.00 | 0.69 | 0.87 | 0.53 | 0.66 |
| Totals | 1.12 | 1.04 | 1.10 | 1.29 | 0.69 | 1.13 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL VOLUME ON ALL LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------------------------|----------|------------------|------------------|----------|
| FREEWAY | 2952419 | 945456 | 20579572 | 14986889 | 735613 | 40199948 |
| D. ART | 2637353 | 180940 | 47764544 | 56373276 | 1579837108535952 | |
| U. ART | 1263640 | 30170 | 12800857 | 8531366 | 1073572 | 23699606 |
| COLLCTR | 1526342 | 163466 | 20981442 | 8225573 | 1872878 | 32769704 |
| 1 WAY | 4762618 | 154432 | 1914810 | 3026174 | 0 | 9858034 |
| RAMP | 1422806 | 425115 | 8129230 | 6767267 | 449234 | 17193652 |
| HOV | 0 | 0 | 3742140 | 155094 | 0 | 3897234 |
| TOLL | 0 | 0 | 14698154 | 2129420 | 3133524 | 19961098 |
| Totals | 14565178 | 1899579130610744100195056 | | 8844658256115232 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|------------------|----------|-------------------|------------------|----------|
| FREEWAY | 2643991 | 850477 | 19450564 | 12410507 | 434868 | 35790408 |
| D. ART | 2249046 | 211696 | 46976264 | 47455128 | 3124736100016872 | |
| U. ART | 1313236 | 25740 | 11223095 | 6935072 | 2555924 | 22053068 |
| COLLCTR | 1329649 | 127328 | 21931164 | 7543620 | 4305834 | 35237596 |
| 1 WAY | 5810486 | 283316 | 2378181 | 3133106 | 0 | 11605089 |
| RAMP | 1486527 | 439240 | 10194145 | 8551180 | 702582 | 21373674 |
| HOV | 0 | 0 | 6933923 | 418473 | 0 | 7352396 |
| TOLL | 0 | 0 | 20465662 | 2498449 | 5100603 | 28064716 |
| Totals | 14832935 | 1937797139552992 | 88945536 | 16224547261493824 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: RATIO OF VOLUME OVER CAPACITY

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 1.12 | 1.11 | 1.06 | 1.21 | 1.69 | 1.12 |
| D. ART | 1.17 | 0.85 | 1.02 | 1.19 | 0.51 | 1.09 |
| U. ART | 0.96 | 1.17 | 1.14 | 1.23 | 0.42 | 1.07 |
| COLLCTR | 1.15 | 1.28 | 0.96 | 1.09 | 0.43 | 0.93 |
| 1 WAY | 0.82 | 0.55 | 0.81 | 0.97 | 0.00 | 0.85 |
| RAMP | 0.96 | 0.97 | 0.80 | 0.79 | 0.64 | 0.80 |
| HOV | 0.00 | 0.00 | 0.54 | 0.37 | 0.00 | 0.53 |
| TOLL | 0.00 | 0.00 | 0.72 | 0.85 | 0.61 | 0.71 |
| Totals | 0.98 | 0.98 | 0.94 | 1.13 | 0.55 | 0.98 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL VOLUME ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------------------------|----------|------------------|------------------|----------|
| FREEWAY | 2952419 | 945456 | 20579572 | 14986889 | 735613 | 40199948 |
| D. ART | 2637353 | 180940 | 47764544 | 56373276 | 1579837108535952 | |
| U. ART | 1263640 | 30170 | 12800857 | 8531366 | 1073572 | 23699606 |
| COLLCTR | 1526342 | 163466 | 20981442 | 8225573 | 1872878 | 32769704 |
| 1 WAY | 4762618 | 154432 | 1914810 | 3026174 | 0 | 9858034 |
| RAMP | 1422806 | 425115 | 8129230 | 6767267 | 449234 | 17193652 |
| HOV | 0 | 0 | 3742140 | 155094 | 0 | 3897234 |
| TOLL | 0 | 0 | 14698154 | 2129420 | 3133524 | 19961098 |
| Totals | 14565178 | 1899579130610744100195056 | | 8844658256115232 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: VOLUME PERCENTAGES ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 1.15 | 0.37 | 8.04 | 5.85 | 0.29 | 15.70 |
| D. ART | 1.03 | 0.07 | 18.65 | 22.01 | 0.62 | 42.38 |
| U. ART | 0.49 | 0.01 | 5.00 | 3.33 | 0.42 | 9.25 |
| COLLCTR | 0.60 | 0.06 | 8.19 | 3.21 | 0.73 | 12.79 |
| 1 WAY | 1.86 | 0.06 | 0.75 | 1.18 | 0.00 | 3.85 |
| RAMP | 0.56 | 0.17 | 3.17 | 2.64 | 0.18 | 6.71 |
| HOV | 0.00 | 0.00 | 1.46 | 0.06 | 0.00 | 1.52 |
| TOLL | 0.00 | 0.00 | 5.74 | 0.83 | 1.22 | 7.79 |
| Totals | 5.69 | 0.74 | 51.00 | 39.12 | 3.45 | 100.00 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: AVERAGE TOTAL VOLUMES ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|--------|-------|
| FREEWAY | 77695 | 72727 | 69761 | 83726 | 147123 | 75849 |
| D. ART | 43235 | 36188 | 41035 | 50650 | 26331 | 45167 |
| U. ART | 20381 | 15085 | 21995 | 33721 | 12781 | 24109 |
| COLLCTR | 18844 | 14861 | 14965 | 20310 | 6481 | 14977 |
| 1 WAY | 15982 | 9652 | 17407 | 19524 | 0 | 17026 |
| RAMP | 19761 | 21256 | 16129 | 16307 | 14974 | 16516 |
| HOV | 0 | 0 | 11409 | 7050 | 0 | 11135 |
| TOLL | 0 | 0 | 30305 | 28392 | 36865 | 30947 |
| Totals | 23799 | 28352 | 26819 | 38286 | 15994 | 29374 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: ORIGINAL SPEEDS (MPH)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 47.41 | 50.15 | 49.99 | 54.70 | 64.73 | 51.60 |
| D. ART | 30.81 | 40.29 | 34.37 | 35.52 | 47.81 | 35.25 |
| U. ART | 21.12 | 29.27 | 28.58 | 27.97 | 45.60 | 30.65 |
| COLLCTR | 21.41 | 21.79 | 29.73 | 27.97 | 38.72 | 30.96 |
| 1 WAY | 21.84 | 22.91 | 32.89 | 34.37 | 0.00 | 29.10 |
| RAMP | 39.29 | 37.06 | 36.20 | 35.56 | 55.24 | 36.53 |
| HOV | 0.00 | 0.00 | 60.62 | 68.81 | 0.00 | 60.97 |
| TOLL | 0.00 | 0.00 | 43.80 | 46.52 | 59.66 | 47.03 |
| Totals | 24.95 | 31.04 | 32.82 | 33.59 | 42.41 | 33.87 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: CONGESTED SPEEDS (MPH)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 31.46 | 38.04 | 23.69 | 27.28 | 5.12 | 23.71 |
| D. ART | 13.15 | 29.07 | 20.07 | 16.43 | 39.50 | 18.70 |
| U. ART | 15.20 | 22.22 | 18.78 | 16.84 | 43.94 | 20.76 |
| COLLCTR | 15.69 | 11.86 | 20.75 | 18.03 | 36.56 | 22.41 |
| 1 WAY | 13.07 | 14.27 | 19.74 | 18.53 | 0.00 | 16.79 |
| RAMP | 15.91 | 26.81 | 19.21 | 18.68 | 36.11 | 19.12 |
| HOV | 0.00 | 0.00 | 37.71 | 50.72 | 0.00 | 38.18 |
| TOLL | 0.00 | 0.00 | 17.79 | 33.66 | 38.31 | 21.59 |
| Totals | 14.83 | 19.92 | 20.38 | 17.66 | 37.23 | 20.75 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: PERCENT CHANGE IN SPEED

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|--------|--------|--------|--------|
| FREEWAY | -33.65 | -24.15 | -52.61 | -50.13 | -92.09 | -54.06 |
| D. ART | -57.34 | -27.84 | -41.60 | -53.75 | -17.39 | -46.95 |
| U. ART | -28.01 | -24.07 | -34.29 | -39.77 | -3.63 | -32.28 |
| COLLCTR | -26.71 | -45.58 | -30.20 | -35.54 | -5.57 | -27.61 |
| 1 WAY | -40.16 | -37.70 | -39.99 | -46.09 | 0.00 | -42.30 |
| RAMP | -59.51 | -27.66 | -46.95 | -47.48 | -34.63 | -47.65 |
| HOV | 0.00 | 0.00 | -37.80 | -26.29 | 0.00 | -37.37 |
| TOLL | 0.00 | 0.00 | -59.39 | -27.64 | -35.79 | -54.09 |
| Totals | -40.54 | -35.81 | -37.89 | -47.45 | -12.21 | -38.75 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL VMT USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 452205 | 117205 | 6702867 | 4796125 | 308557 | 12376959 |
| D. ART | 273209 | 16710 | 11503193 | 10697867 | 672715 | 23163694 |
| U. ART | 125002 | 3016 | 3260275 | 1628487 | 612797 | 5629577 |
| COLLCTR | 131960 | 12367 | 5190779 | 1756023 | 715384 | 7806514 |
| 1 WAY | 390970 | 10286 | 441244 | 625967 | 0 | 1468467 |
| RAMP | 153318 | 43268 | 1058979 | 721306 | 65893 | 2042765 |
| HOV | 0 | 0 | 1020293 | 30852 | 0 | 1051145 |
| TOLL | 0 | 0 | 4696151 | 629645 | 1771637 | 7097433 |
| Totals | 1526664 | 202851 | 33873780 | 20886270 | 4146983 | 60636552 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL VHT (FREE-FLOW TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 9546 | 2335 | 134091 | 87640 | 4769 | 238382 |
| D. ART | 8853 | 416 | 334901 | 301741 | 13751 | 659663 |
| U. ART | 5830 | 103 | 113287 | 57279 | 13691 | 190189 |
| COLLCTR | 5981 | 569 | 169800 | 60784 | 18675 | 255810 |
| 1 WAY | 17619 | 439 | 13259 | 18475 | 0 | 49792 |
| RAMP | 3763 | 1130 | 27515 | 18850 | 1098 | 52357 |
| HOV | 0 | 0 | 16803 | 436 | 0 | 17239 |
| TOLL | 0 | 0 | 104958 | 13083 | 29268 | 147309 |
| Totals | 51592 | 4992 | 914614 | 558289 | 81252 | 1610740 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL VHT (CONGESTED TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|---------|---------|--------|---------|
| FREEWAY | 16403 | 3175 | 376316 | 192550 | 69812 | 658257 |
| D. ART | 22462 | 597 | 648115 | 723256 | 19396 | 1413826 |
| U. ART | 8655 | 136 | 189498 | 112876 | 14650 | 325816 |
| COLLCTR | 9381 | 1249 | 290062 | 109765 | 22744 | 433200 |
| 1 WAY | 32875 | 807 | 22718 | 38603 | 0 | 95003 |
| RAMP | 11299 | 1704 | 73452 | 42428 | 2086 | 130969 |
| HOV | 0 | 0 | 30159 | 734 | 0 | 30893 |
| TOLL | 0 | 0 | 204299 | 16986 | 41888 | 263173 |
| Totals | 101074 | 7668 | 1834618 | 1237198 | 170577 | 3351136 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: SPEEDS (FREE-FLOW TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 47.37 | 50.19 | 49.99 | 54.72 | 64.70 | 51.92 |
| D. ART | 30.86 | 40.16 | 34.35 | 35.45 | 48.92 | 35.11 |
| U. ART | 21.44 | 29.27 | 28.78 | 28.43 | 44.76 | 29.60 |
| COLLCTR | 22.06 | 21.75 | 30.57 | 28.89 | 38.31 | 30.52 |
| 1 WAY | 22.19 | 23.42 | 33.28 | 33.88 | 0.00 | 29.49 |
| RAMP | 40.74 | 38.30 | 38.49 | 38.27 | 60.00 | 39.02 |
| HOV | 0.00 | 0.00 | 60.72 | 70.70 | 0.00 | 60.97 |
| TOLL | 0.00 | 0.00 | 44.74 | 48.13 | 60.53 | 48.18 |
| Totals | 29.59 | 40.63 | 37.04 | 37.41 | 51.04 | 37.65 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: SPEEDS (CONGESTED TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 27.57 | 36.92 | 17.81 | 24.91 | 4.42 | 18.80 |
| D. ART | 12.16 | 27.99 | 17.75 | 14.79 | 34.68 | 16.38 |
| U. ART | 14.44 | 22.14 | 17.20 | 14.43 | 41.83 | 17.28 |
| COLLCTR | 14.07 | 9.90 | 17.90 | 16.00 | 31.45 | 18.02 |
| 1 WAY | 11.89 | 12.74 | 19.42 | 16.22 | 0.00 | 15.46 |
| RAMP | 13.57 | 25.39 | 14.42 | 17.00 | 31.58 | 15.60 |
| HOV | 0.00 | 0.00 | 33.83 | 42.05 | 0.00 | 34.03 |
| TOLL | 0.00 | 0.00 | 22.99 | 37.07 | 42.29 | 26.97 |
| Totals | 15.10 | 26.45 | 18.46 | 16.88 | 24.31 | 18.09 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: PERCENT CHANGE IN SPEED USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|--------|--------|--------|--------|
| FREEWAY | -41.80 | -26.44 | -64.37 | -54.48 | -93.17 | -63.79 |
| D. ART | -60.59 | -30.31 | -48.33 | -58.28 | -29.10 | -53.34 |
| U. ART | -32.64 | -24.36 | -40.22 | -49.26 | -6.55 | -41.63 |
| COLLCTR | -36.24 | -54.47 | -41.46 | -44.62 | -17.89 | -40.95 |
| 1 WAY | -46.41 | -45.59 | -41.64 | -52.14 | 0.00 | -47.59 |
| RAMP | -66.69 | -33.69 | -62.54 | -55.57 | -47.36 | -60.02 |
| HOV | 0.00 | 0.00 | -44.29 | -40.52 | 0.00 | -44.20 |
| TOLL | 0.00 | 0.00 | -48.63 | -22.98 | -30.13 | -44.03 |
| Totals | -48.96 | -34.90 | -50.15 | -54.87 | -52.37 | -51.93 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL ACCIDENT OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 0.48 | 0.12 | 7.11 | 5.08 | 0.33 | 13.12 |
| D. ART | 1.59 | 0.10 | 67.06 | 62.37 | 3.92 | 135.04 |
| U. ART | 0.72 | 0.02 | 18.71 | 9.35 | 3.52 | 32.31 |
| COLLCTR | 0.70 | 0.07 | 27.46 | 9.29 | 3.78 | 41.30 |
| 1 WAY | 2.24 | 0.06 | 2.53 | 3.59 | 0.00 | 8.43 |
| RAMP | 0.88 | 0.25 | 6.08 | 4.14 | 0.38 | 11.73 |
| HOV | 0.00 | 0.00 | 1.08 | 0.03 | 0.00 | 1.11 |
| TOLL | 0.00 | 0.00 | 5.07 | 0.67 | 1.88 | 7.62 |
| Totals | 6.61 | 0.61 | 135.11 | 94.52 | 13.81 | 250.67 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL INJURY OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 0.33 | 0.09 | 4.89 | 3.50 | 0.23 | 9.04 |
| D. ART | 1.05 | 0.06 | 44.29 | 41.19 | 2.59 | 89.18 |
| U. ART | 0.44 | 0.01 | 11.48 | 5.73 | 2.16 | 19.82 |
| COLLCTR | 0.41 | 0.04 | 16.20 | 5.48 | 2.23 | 24.36 |
| 1 WAY | 1.38 | 0.04 | 1.55 | 2.20 | 0.00 | 5.17 |
| RAMP | 0.54 | 0.15 | 3.73 | 2.54 | 0.23 | 7.19 |
| HOV | 0.00 | 0.00 | 0.74 | 0.02 | 0.00 | 0.77 |
| TOLL | 0.00 | 0.00 | 3.49 | 0.46 | 1.30 | 5.25 |
| Totals | 4.15 | 0.39 | 86.37 | 61.12 | 8.73 | 160.76 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL FATALITY OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.00 | 0.00 | 0.06 | 0.04 | 0.00 | 0.11 |
| D. ART | 0.01 | 0.00 | 0.22 | 0.20 | 0.01 | 0.44 |
| U. ART | 0.00 | 0.00 | 0.06 | 0.03 | 0.01 | 0.11 |
| COLLCTR | 0.00 | 0.00 | 0.09 | 0.03 | 0.01 | 0.13 |
| 1 WAY | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.03 |
| RAMP | 0.00 | 0.00 | 0.02 | 0.01 | 0.00 | 0.04 |
| HOV | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 |
| TOLL | 0.00 | 0.00 | 0.04 | 0.01 | 0.02 | 0.06 |
| Totals | 0.02 | 0.00 | 0.51 | 0.34 | 0.06 | 0.93 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL EMISSIONS OF CARBON MONOXIDE (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 9184 | 1790 | 140485 | 103098 | 9305 | 263862 |
| D. ART | 9523 | 353 | 332929 | 344358 | 9620 | 696782 |
| U. ART | 4548 | 84 | 101581 | 54846 | 8022 | 169082 |
| COLLCTR | 4833 | 461 | 148617 | 55337 | 11839 | 221088 |
| 1 WAY | 13939 | 348 | 11822 | 18698 | 0 | 44808 |
| RAMP | 4205 | 939 | 27872 | 18783 | 1228 | 53027 |
| HOV | 0 | 0 | 18470 | 561 | 0 | 19031 |
| TOLL | 0 | 0 | 67940 | 9098 | 29095 | 106133 |
| Totals | 46233 | 3974 | 849717 | 604780 | 69108 | 1573812 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL EMISSIONS OF HYDROCARBONS (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 639 | 138 | 9775 | 7079 | 594 | 18225 |
| D. ART | 585 | 24 | 21072 | 21417 | 761 | 43859 |
| U. ART | 278 | 5 | 6348 | 3384 | 660 | 10675 |
| COLLCTR | 295 | 28 | 9428 | 3447 | 887 | 14085 |
| 1 WAY | 854 | 22 | 768 | 1182 | 0 | 2826 |
| RAMP | 272 | 64 | 1816 | 1225 | 85 | 3463 |
| HOV | 0 | 0 | 1304 | 38 | 0 | 1341 |
| TOLL | 0 | 0 | 5414 | 717 | 1900 | 8031 |
| Totals | 2924 | 281 | 55926 | 38489 | 4886 | 102507 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL EMISSIONS OF OXIDES OF NITROGEN (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 873 | 227 | 13086 | 9394 | 620 | 24201 |
| D. ART | 536 | 32 | 22159 | 20839 | 1419 | 44986 |
| U. ART | 247 | 6 | 6323 | 3185 | 1210 | 10971 |
| COLLCTR | 261 | 25 | 9986 | 3406 | 1362 | 15040 |
| 1 WAY | 771 | 20 | 854 | 1215 | 0 | 2860 |
| RAMP | 301 | 82 | 2059 | 1423 | 141 | 4005 |
| HOV | 0 | 0 | 2197 | 73 | 0 | 2270 |
| TOLL | 0 | 0 | 9323 | 1229 | 4939 | 15491 |
| Totals | 2989 | 392 | 65987 | 40764 | 9690 | 119823 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL FUEL USE (GALS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|---------|--------|---------|
| FREEWAY | 28299 | 7335 | 419465 | 300142 | 19309 | 774550 |
| D. ART | 17097 | 1046 | 719870 | 669473 | 42098 | 1449585 |
| U. ART | 7823 | 189 | 204028 | 101911 | 38349 | 352299 |
| COLLCTR | 8258 | 774 | 324839 | 109892 | 44769 | 488532 |
| 1 WAY | 24467 | 644 | 27613 | 39173 | 0 | 91897 |
| RAMP | 9595 | 2708 | 66271 | 45139 | 4124 | 127836 |
| HOV | 0 | 0 | 63850 | 1931 | 0 | 65781 |
| TOLL | 0 | 0 | 299522 | 39409 | 111076 | 450007 |
| Totals | 95539 | 12694 | 2125459 | 1307069 | 259726 | 3800486 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL NEW LANE MILEAGE

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|--------|-----|--------|--------|-----|-------|-------|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL CONSTRUCTION COST (\$
\$1000)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|--------|-----|--------|--------|-----|-------|-------|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- REPORT: TOTAL DELAY DUE TO CONGESTION
(VEH-HRS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------------------------|-------------------|-----|-------|-------|
| FREEWAY | 6856.98 | 839.58242225.09104910.00 | 65043.41419875.09 | | | |
| D. ART | 13609.52 | 180.98313213.88421514.12 | 5644.97754163.50 | | | |
| U. ART | 2825.33 | 33.17 76210.80 55597.66 | 959.29135626.25 | | | |
| COLLCTR | 3399.48 | 680.22120261.98 48980.38 | 4068.43177390.48 | | | |
| 1 WAY | 15255.60 | 368.02 9459.28 20128.87 | 0.00 45211.76 | | | |
| RAMP | 7535.36 | 574.13 45936.35 23577.59 | 988.20 78611.63 | | | |
| HOV | 0.00 | 0.00 13356.22 297.33 | 0.00 13653.55 | | | |
| TOLL | 0.00 | 0.00 99340.30 3902.96 | 12620.13115863.39 | | | |
| Totals | 49482.28 | 2676.11920003.88678908.88 | 89324.44***** | | | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) : MILES OF ROADWAY AT EACH LEVEL OF SERVICE

| | LEVEL OF SERVICE | | | | | | |
|---------|------------------|--------|--------|--------|--------|--------|---------|
| | A | B | C | D | E | F | TOTAL |
| FREEWAY | 25.50 | 13.90 | 19.24 | 28.58 | 31.45 | 39.96 | 158.64 |
| D. ART | 105.95 | 66.03 | 100.37 | 99.42 | 68.37 | 97.12 | 537.26 |
| U. ART | 97.93 | 19.91 | 26.05 | 25.04 | 23.69 | 77.85 | 270.47 |
| COLLCTR | 295.32 | 49.42 | 51.23 | 45.28 | 48.90 | 106.25 | 596.38 |
| 1 WAY | 32.37 | 15.16 | 12.51 | 9.71 | 5.68 | 7.79 | 83.22 |
| RAMP | 55.20 | 11.17 | 11.99 | 6.34 | 6.41 | 19.39 | 110.49 |
| HOV | 44.66 | 16.47 | 5.46 | 0.50 | 0.00 | 0.00 | 67.09 |
| TOLL | 95.64 | 38.73 | 16.71 | 6.57 | 4.95 | 5.04 | 167.64 |
| Total | 752.58 | 230.79 | 243.56 | 221.44 | 189.43 | 353.39 | 1991.19 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) : PERCENT OF MILEAGE AT EACH LEVEL OF SERVICE

| | LEVEL OF SERVICE | | | | | | |
|---------|------------------|-------|-------|-------|------|-------|--------|
| | A | B | C | D | E | F | TOTAL |
| FREEWAY | 1.28 | 0.70 | 0.97 | 1.44 | 1.58 | 2.01 | 7.97 |
| D. ART | 5.32 | 3.32 | 5.04 | 4.99 | 3.43 | 4.88 | 26.98 |
| U. ART | 4.92 | 1.00 | 1.31 | 1.26 | 1.19 | 3.91 | 13.58 |
| COLLCTR | 14.83 | 2.48 | 2.57 | 2.27 | 2.46 | 5.34 | 29.95 |
| 1 WAY | 1.63 | 0.76 | 0.63 | 0.49 | 0.29 | 0.39 | 4.18 |
| RAMP | 2.77 | 0.56 | 0.60 | 0.32 | 0.32 | 0.97 | 5.55 |
| HOV | 2.24 | 0.83 | 0.27 | 0.03 | 0.00 | 0.00 | 3.37 |
| TOLL | 4.80 | 1.95 | 0.84 | 0.33 | 0.25 | 0.25 | 8.42 |
| Total | 37.80 | 11.59 | 12.23 | 11.12 | 9.51 | 17.75 | 100.00 |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 1 | 1651 | 1652 | 36919. | 63392. | 0.58 | 21 | 51 |
| 1 | 1652 | 2603 | 36919. | 63392. | 0.58 | 21 | 51 |
| 1 | 2161 | 2516 | 41660. | 36218. | 1.15 | 23 | 31 |
| 1 | 2345 | 7268 | 29284. | 18750. | 1.56 | 98 | 31 |
| 1 | 2429 | 7168 | 44765. | 54359. | 0.82 | 92 | 51 |
| 1 | 2504 | 8497 | 22152. | 12870. | 1.72 | 37 | 31 |
| 1 | 2506 | 2507 | 42605. | 34348. | 1.24 | 24 | 31 |
| 1 | 2509 | 2510 | 68360. | 51978. | 1.32 | 24 | 31 |
| 1 | 2520 | 8494 | 55907. | 51978. | 1.08 | 24 | 31 |
| 1 | 2521 | 8494 | 70200. | 51978. | 1.35 | 24 | 31 |
| 1 | 2523 | 2524 | 8160. | 11522. | 0.71 | 45 | 31 |
| 1 | 2525 | 2526 | 18700. | 24914. | 0.75 | 44 | 31 |
| 1 | 2529 | 2580 | 11103. | 11522. | 0.96 | 45 | 31 |
| 1 | 2531 | 7437 | 16438. | 9218. | 1.78 | 47 | 31 |
| 1 | 2533 | 2592 | 22264. | 13740. | 1.62 | 36 | 31 |
| 1 | 2536 | 7793 | 69949. | 51978. | 1.35 | 24 | 42 |
| 1 | 2541 | 2430 | 139995. | 72478. | 1.93 | 12 | 51 |
| 1 | 2547 | 2712 | 32049. | 16086. | 1.99 | 33 | 31 |
| 1 | 2612 | 7417 | 22386. | 72478. | 0.31 | 92 | 51 |
| 1 | 2685 | 3316 | 69579. | 54326. | 1.28 | 23 | 31 |
| 1 | 3317 | 8497 | 22169. | 12870. | 1.72 | 37 | 31 |
| 1 | 3856 | 4985 | 147051. | 74478. | 1.97 | 12 | 31 |
| 1 | 4258 | 2541 | 140019. | 72478. | 1.93 | 12 | 51 |
| 1 | 4970 | 4975 | 0. | 18750. | 0.00 | 12 | 31 |
| 1 | 4995 | 3858 | 147061. | 74478. | 1.97 | 12 | 31 |
| 1 | 4998 | 5001 | 0. | 18750. | 0.00 | 12 | 31 |
| 1 | 5175 | 7750 | 72618. | 74478. | 0.98 | 92 | 31 |
| 1 | 5195 | 6887 | 71336. | 74478. | 0.96 | 92 | 31 |
| 1 | 7074 | 2500 | 48212. | 54359. | 0.89 | 92 | 51 |
| 1 | 7168 | 7426 | 27004. | 54359. | 0.50 | 92 | 51 |
| 1 | 7268 | 7274 | 29284. | 18750. | 1.56 | 98 | 31 |
| 1 | 7274 | 4484 | 29284. | 18750. | 1.56 | 98 | 31 |
| 1 | 7417 | 7074 | 22386. | 54359. | 0.41 | 92 | 51 |
| 1 | 7426 | 2431 | 27004. | 72478. | 0.37 | 92 | 51 |
| 1 | TOTALS | | 1642822. | 1471340. | 1.12 | SCREEN LINE 1 | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 2 | 1532 | 2971 | 73896. | 48260. | 1.53 | 24 | 51 |
| 2 | 1532 | 4481 | 81537. | 48260. | 1.69 | 24 | 51 |
| 2 | 2170 | 6508 | 35059. | 34348. | 1.02 | 24 | 31 |
| 2 | 2427 | 2426 | 42279. | 72478. | 0.58 | 92 | 51 |
| 2 | 2458 | 7923 | 63714. | 55989. | 1.14 | 92 | 31 |
| 2 | 2491 | 5979 | 9362. | 9218. | 1.02 | 47 | 31 |
| 2 | 2859 | 2717 | 51003. | 72478. | 0.70 | 92 | 51 |
| 2 | 3175 | 3658 | 13401. | 11522. | 1.16 | 45 | 31 |
| 2 | 3574 | 7266 | 12015. | 24914. | 0.48 | 44 | 31 |
| 2 | 3781 | 5727 | 7566. | 12870. | 0.59 | 37 | 31 |
| 2 | 3788 | 5881 | 13039. | 11522. | 1.13 | 45 | 31 |
| 2 | 4053 | 4054 | 52249. | 55989. | 0.93 | 12 | 31 |
| 2 | 4056 | 4052 | 40453. | 55989. | 0.72 | 12 | 31 |
| 2 | 4250 | 7275 | 25140. | 36218. | 0.69 | 23 | 44 |
| 2 | 4273 | 4275 | 52802. | 51978. | 1.02 | 24 | 41 |
| 2 | 4620 | 7269 | 39569. | 51978. | 0.76 | 24 | 31 |
| 2 | 5082 | 9917 | 50028. | 50544. | 0.99 | 25 | 31 |
| 2 | 5083 | 7316 | 40752. | 24914. | 1.64 | 44 | 31 |
| 2 | 5084 | 9917 | 42322. | 50544. | 0.84 | 25 | 31 |
| 2 | 5349 | 5352 | 46557. | 51978. | 0.90 | 24 | 31 |
| 2 | 5582 | 7327 | 46940. | 51978. | 0.90 | 24 | 31 |
| 2 | 5726 | 5728 | 49331. | 50544. | 0.98 | 25 | 42 |
| 2 | 5879 | 5883 | 37294. | 34348. | 1.09 | 24 | 31 |
| 2 | 5976 | 5981 | 43259. | 34348. | 1.26 | 24 | 42 |
| 2 | 6074 | 6076 | 56880. | 51978. | 1.09 | 24 | 31 |
| 2 | 6153 | 6156 | 60684. | 51978. | 1.17 | 24 | 31 |
| 2 | 6199 | 7345 | 15712. | 11522. | 1.36 | 45 | 31 |
| 2 | 6251 | 6937 | 32182. | 55989. | 0.57 | 92 | 31 |
| 2 | 6252 | 7974 | 14347. | 9218. | 1.56 | 46 | 41 |
| 2 | 6253 | 6254 | 6352. | 9218. | 0.69 | 46 | 31 |
| 2 | 6307 | 6308 | 48052. | 51978. | 0.92 | 24 | 31 |
| 2 | 6337 | 9879 | 18411. | 16086. | 1.14 | 33 | 31 |
| 2 | 6342 | 9879 | 18411. | 16086. | 1.14 | 33 | 31 |
| 2 | 6384 | 9880 | 37007. | 34348. | 1.08 | 24 | 41 |
| 2 | 6387 | 9880 | 37007. | 34348. | 1.08 | 24 | 41 |
| 2 | 6452 | 6458 | 20001. | 34348. | 0.58 | 24 | 41 |
| 2 | 6456 | 7512 | 16630. | 12870. | 1.29 | 37 | 31 |
| 2 | 6556 | 6558 | 9635. | 12500. | 0.77 | 43 | 51 |
| 2 | 6607 | 6608 | 8400. | 25000. | 0.34 | 43 | 51 |
| 2 | 6935 | 6936 | 47124. | 55989. | 0.84 | 92 | 31 |
| 2 | 6936 | 8194 | 44726. | 55989. | 0.80 | 92 | 31 |
| 2 | 6937 | 6941 | 52516. | 55989. | 0.94 | 92 | 31 |
| 2 | 6941 | 7927 | 52516. | 55989. | 0.94 | 92 | 31 |
| 2 | 7271 | 7810 | 29327. | 24914. | 1.18 | 44 | 41 |
| 2 | 7808 | 7890 | 5750. | 24914. | 0.23 | 44 | 41 |
| 2 | 7923 | 6935 | 47124. | 55989. | 0.84 | 92 | 31 |
| 2 | 7927 | 2456 | 53826. | 55989. | 0.96 | 92 | 31 |
| 2 | TOTALS | | 1702185. | 1816438. | 0.94 | SCREEN LINE 2 | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 3 | 1525 | 4277 | 7507. | 12500. | 0.60 | 43 | 51 |
| 3 | 2134 | 2139 | 26573. | 22761. | 1.17 | 64 | 43 |
| 3 | 2138 | 2133 | 25591. | 22761. | 1.12 | 64 | 43 |
| 3 | 2405 | 4249 | 47677. | 90598. | 0.53 | 92 | 51 |
| 3 | 2715 | 3138 | 28984. | 34348. | 0.84 | 24 | 31 |
| 3 | 2715 | 9780 | 32312. | 34348. | 0.94 | 24 | 44 |
| 3 | 2970 | 6069 | 27785. | 34348. | 0.81 | 24 | 31 |
| 3 | 2973 | 7381 | 12255. | 32956. | 0.37 | 41 | 31 |
| 3 | 2976 | 8381 | 13219. | 9218. | 1.43 | 46 | 31 |
| 3 | 2991 | 9783 | 13054. | 16892. | 0.77 | 24 | 31 |
| 3 | 2992 | 9783 | 16134. | 16892. | 0.96 | 24 | 31 |
| 3 | 2994 | 2997 | 33999. | 34348. | 0.99 | 24 | 31 |
| 3 | 3000 | 3651 | 18587. | 18044. | 1.03 | 23 | 31 |
| 3 | 3007 | 7593 | 62116. | 51978. | 1.20 | 24 | 41 |
| 3 | 3099 | 7825 | 29622. | 34348. | 0.86 | 24 | 31 |
| 3 | 3137 | 3138 | 40756. | 51978. | 0.78 | 24 | 41 |
| 3 | 3139 | 9780 | 24139. | 34348. | 0.70 | 24 | 44 |
| 3 | 3142 | 3143 | 45664. | 34348. | 1.33 | 24 | 41 |
| 3 | 3146 | 3147 | 57743. | 51978. | 1.11 | 24 | 41 |
| 3 | 3150 | 3628 | 36737. | 34348. | 1.07 | 24 | 31 |
| 3 | 3156 | 9778 | 32230. | 32956. | 0.98 | 41 | 31 |
| 3 | 3157 | 9778 | 32324. | 32956. | 0.98 | 41 | 31 |
| 3 | 3160 | 3161 | 9867. | 11522. | 0.86 | 45 | 31 |
| 3 | 3166 | 7404 | 54447. | 51978. | 1.05 | 24 | 31 |
| 3 | 3173 | 3174 | 14333. | 11522. | 1.24 | 45 | 31 |
| 3 | 3181 | 3182 | 14271. | 12870. | 1.11 | 37 | 31 |
| 3 | 3187 | 3297 | 26233. | 25782. | 1.02 | 37 | 31 |
| 3 | 3206 | 8097 | 21018. | 17174. | 1.22 | 32 | 41 |
| 3 | 3209 | 8096 | 37897. | 34348. | 1.10 | 24 | 41 |
| 3 | 3302 | 3303 | 46579. | 34348. | 1.36 | 24 | 31 |
| 3 | 3307 | 7414 | 2740. | 9218. | 0.30 | 46 | 31 |
| 3 | 3721 | 4277 | 42799. | 54326. | 0.79 | 23 | 41 |
| 3 | 3884 | 3889 | 105721. | 74478. | 1.42 | 12 | 31 |
| 3 | 3885 | 3883 | 104688. | 74478. | 1.41 | 12 | 31 |
| 3 | 4223 | 4220 | 97203. | 74478. | 1.31 | 12 | 41 |
| 3 | 4225 | 4219 | 104266. | 74478. | 1.40 | 12 | 41 |
| 3 | 4244 | 3205 | 49561. | 90598. | 0.55 | 92 | 51 |
| 3 | 4785 | 4793 | 18794. | 19293. | 0.97 | 81 | 31 |
| 3 | 4787 | 4780 | 18708. | 19293. | 0.97 | 81 | 31 |
| 3 | TOTALS | | 1434138. | 1429436. | 1.00 | SCREEN LINE 3 | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 4 | 2045 | 2040 | 72209. | 55989. | 1.29 | 12 | 31 |
| 4 | 2292 | 4046 | 110457. | 74478. | 1.48 | 12 | 41 |
| 4 | 2500 | 4329 | 48212. | 54359. | 0.89 | 92 | 51 |
| 4 | 2621 | 7439 | 37726. | 51978. | 0.73 | 24 | 31 |
| 4 | 2695 | 2429 | 44765. | 54359. | 0.82 | 92 | 51 |
| 4 | 2729 | 2732 | 17417. | 24914. | 0.70 | 44 | 31 |
| 4 | 2736 | 2737 | 69086. | 55989. | 1.23 | 12 | 31 |
| 4 | 2874 | 4235 | 34446. | 32956. | 1.05 | 41 | 31 |
| 4 | 2991 | 2994 | 15615. | 13740. | 1.14 | 36 | 31 |
| 4 | 3109 | 4221 | 50333. | 34348. | 1.47 | 24 | 41 |
| 4 | 3232 | 3234 | 52091. | 50544. | 1.03 | 25 | 41 |
| 4 | 3255 | 8505 | 25203. | 12870. | 1.96 | 37 | 31 |
| 4 | 3421 | 4206 | 62506. | 63566. | 0.98 | 24 | 41 |
| 4 | 3423 | 4197 | 71156. | 51978. | 1.37 | 24 | 44 |
| 4 | 3592 | 3594 | 24404. | 24914. | 0.98 | 44 | 44 |
| 4 | 3763 | 8505 | 24393. | 12870. | 1.90 | 37 | 31 |
| 4 | 4134 | 5996 | 48671. | 34348. | 1.42 | 24 | 31 |
| 4 | 4146 | 4163 | 42803. | 37500. | 1.14 | 12 | 31 |
| 4 | 4162 | 4144 | 33485. | 37500. | 0.89 | 12 | 31 |
| 4 | 4200 | 7656 | 21818. | 12870. | 1.70 | 37 | 44 |
| 4 | 4231 | 4315 | 62530. | 55989. | 1.12 | 12 | 31 |
| 4 | 4306 | 2985 | 55694. | 55989. | 0.99 | 12 | 31 |
| 4 | 4429 | 9813 | 52509. | 51978. | 1.01 | 24 | 44 |
| 4 | 4636 | 4637 | 56504. | 51978. | 1.09 | 24 | 44 |
| 4 | 4637 | 7875 | 72980. | 51978. | 1.40 | 24 | 41 |
| 4 | 4773 | 9813 | 57603. | 51978. | 1.11 | 24 | 44 |
| 4 | 4777 | 9830 | 15949. | 11522. | 1.38 | 45 | 41 |
| 4 | 4783 | 9830 | 15023. | 11522. | 1.30 | 45 | 41 |
| 4 | 4926 | 4928 | 53911. | 34392. | 1.57 | 32 | 41 |
| 4 | 4927 | 2291 | 117425. | 74478. | 1.58 | 12 | 41 |
| 4 | 5103 | 5104 | 69413. | 51978. | 1.34 | 24 | 41 |
| 4 | 5367 | 7385 | 51023. | 34348. | 1.49 | 24 | 41 |
| 4 | 5606 | 7390 | 46333. | 33392. | 1.39 | 25 | 41 |
| 4 | 5750 | 5751 | 74177. | 50544. | 1.47 | 25 | 41 |
| 4 | 5906 | 5908 | 52155. | 34348. | 1.52 | 24 | 31 |
| 4 | 6100 | 6101 | 43159. | 50544. | 0.85 | 25 | 41 |
| 4 | 7300 | 8071 | 52652. | 34348. | 1.53 | 24 | 41 |
| 4 | 8391 | 8392 | 12103. | 16086. | 0.75 | 41 | 41 |
| 4 | TOTALS | | 1867940. | 1549462. | 1.21 | SCREEN LINE 4 | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 5 | 2097 | 2103 | 16180. | 22761. | 0.71 | 64 | 43 |
| 5 | 2102 | 2097 | 14932. | 22761. | 0.66 | 64 | 43 |
| 5 | 2725 | 2730 | 31999. | 32956. | 0.97 | 41 | 44 |
| 5 | 3428 | 3429 | 60914. | 51978. | 1.17 | 24 | 44 |
| 5 | 3437 | 3439 | 25715. | 12870. | 2.00 | 37 | 44 |
| 5 | 3446 | 3447 | 13728. | 23608. | 0.58 | 45 | 41 |
| 5 | 3456 | 3457 | 55415. | 51978. | 1.07 | 24 | 41 |
| 5 | 3463 | 3464 | 16111. | 22761. | 0.71 | 64 | 41 |
| 5 | 3467 | 3466 | 12472. | 22761. | 0.55 | 64 | 41 |
| 5 | 3471 | 3472 | 22212. | 25782. | 0.86 | 37 | 41 |
| 5 | 3477 | 3478 | 40532. | 34348. | 1.18 | 24 | 31 |
| 5 | 3488 | 3489 | 32484. | 34348. | 0.95 | 24 | 41 |
| 5 | 3497 | 3498 | 40550. | 34348. | 1.18 | 24 | 41 |
| 5 | 3504 | 3506 | 57646. | 51978. | 1.11 | 24 | 31 |
| 5 | 3511 | 3512 | 32525. | 34348. | 0.95 | 24 | 31 |
| 5 | 3518 | 3519 | 30575. | 32956. | 0.93 | 41 | 31 |
| 5 | 3527 | 3528 | 38791. | 33392. | 1.16 | 25 | 41 |
| 5 | 3538 | 3539 | 12403. | 11522. | 1.08 | 45 | 31 |
| 5 | 3544 | 3546 | 37852. | 34348. | 1.10 | 24 | 31 |
| 5 | 3552 | 3553 | 34199. | 31696. | 1.08 | 34 | 41 |
| 5 | 3563 | 9802 | 49064. | 34348. | 1.43 | 24 | 41 |
| 5 | 3564 | 9802 | 47953. | 34348. | 1.40 | 24 | 41 |
| 5 | 3900 | 3907 | 105687. | 74478. | 1.42 | 12 | 31 |
| 5 | 3902 | 3897 | 111623. | 74478. | 1.50 | 12 | 31 |
| 5 | 4196 | 4198 | 110523. | 93098. | 1.19 | 12 | 41 |
| 5 | 4202 | 4195 | 105214. | 93098. | 1.13 | 12 | 41 |
| 5 | 4669 | 4685 | 17033. | 19293. | 0.88 | 81 | 31 |
| 5 | 4675 | 4665 | 16844. | 19293. | 0.87 | 81 | 31 |
| 5 | 6998 | 6999 | 74621. | 51978. | 1.44 | 24 | 41 |
| 5 | TOTALS | | 1265795. | 1117912. | 1.13 | SCREEN LINE 5 | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|-------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 6 | 1577 | 1580 | 43121. | 37500. | 1.15 | 92 | 31 |
| 6 | 1578 | 9994 | 43121. | 37500. | 1.15 | 92 | 31 |
| 6 | 1579 | 1578 | 43121. | 37500. | 1.15 | 92 | 31 |
| 6 | 1580 | 1579 | 43121. | 37500. | 1.15 | 92 | 31 |
| 6 | 1581 | 1582 | 21209. | 37500. | 0.57 | 92 | 31 |
| 6 | 1582 | 1583 | 21209. | 37500. | 0.57 | 92 | 31 |
| 6 | 1583 | 1584 | 21209. | 37500. | 0.57 | 92 | 31 |
| 6 | 1584 | 9993 | 21209. | 37500. | 0.57 | 92 | 31 |
| 6 | 1585 | 9999 | 21209. | 37500. | 0.57 | 92 | 41 |
| 6 | 1586 | 1585 | 21209. | 37500. | 0.57 | 92 | 41 |
| 6 | 1587 | 1586 | 21209. | 37500. | 0.57 | 92 | 41 |
| 6 | 1587 | 1592 | 9451. | 37500. | 0.25 | 92 | 41 |
| 6 | 1592 | 1593 | 53413. | 74478. | 0.72 | 92 | 41 |
| 6 | 1596 | 1597 | 17371. | 37500. | 0.46 | 92 | 31 |
| 6 | 1598 | 9996 | 26419. | 37500. | 0.70 | 12 | 41 |
| 6 | 1614 | 1598 | 669. | 37500. | 0.02 | 92 | 31 |
| 6 | 1619 | 9992 | 43121. | 37500. | 1.15 | 92 | 31 |
| 6 | 1632 | 9985 | 34856. | 37500. | 0.93 | 92 | 41 |
| 6 | 1634 | 9986 | 43121. | 37500. | 1.15 | 92 | 41 |
| 6 | 2125 | 2115 | 75690. | 55989. | 1.35 | 12 | 41 |
| 6 | 2414 | 4601 | 49136. | 31413. | 1.56 | 79 | 41 |
| 6 | 2416 | 2720 | 44057. | 34348. | 1.28 | 24 | 41 |
| 6 | 2416 | 4668 | 39368. | 32652. | 1.21 | 33 | 41 |
| 6 | 2435 | 3626 | 44384. | 54359. | 0.82 | 92 | 51 |
| 6 | 2504 | 2506 | 9453. | 9218. | 1.03 | 46 | 31 |
| 6 | 2554 | 7210 | 31824. | 36218. | 0.88 | 23 | 31 |
| 6 | 2639 | 3610 | 10313. | 11522. | 0.90 | 45 | 31 |
| 6 | 2640 | 6864 | 41216. | 51978. | 0.79 | 24 | 31 |
| 6 | 2641 | 3595 | 11574. | 11522. | 1.00 | 45 | 31 |
| 6 | 2710 | 2437 | 46604. | 54359. | 0.86 | 92 | 51 |
| 6 | 2762 | 2766 | 74481. | 55989. | 1.33 | 12 | 41 |
| 6 | 2764 | 2768 | 13438. | 15457. | 0.87 | 67 | 41 |
| 6 | 2767 | 2763 | 14556. | 15457. | 0.94 | 67 | 41 |
| 6 | 2996 | 4316 | 35704. | 34348. | 1.04 | 24 | 44 |
| 6 | 3011 | 3014 | 15817. | 12108. | 1.31 | 44 | 41 |
| 6 | 3012 | 9779 | 37668. | 34348. | 1.10 | 24 | 41 |
| 6 | 3018 | 9779 | 41694. | 34348. | 1.21 | 24 | 41 |
| 6 | 3261 | 3262 | 42864. | 34348. | 1.25 | 24 | 31 |
| 6 | 3409 | 4802 | 28731. | 13740. | 2.09 | 36 | 41 |
| 6 | 3482 | 3484 | 18007. | 11522. | 1.56 | 45 | 41 |
| 6 | 3483 | 6980 | 56042. | 34348. | 1.63 | 24 | 41 |
| 6 | 3495 | 8240 | 13579. | 11522. | 1.18 | 45 | 31 |
| 6 | 3723 | 7387 | 16714. | 11522. | 1.45 | 45 | 41 |
| 6 | 3846 | 9869 | 28911. | 23608. | 1.22 | 45 | 31 |
| 6 | 3909 | 7137 | 79458. | 55989. | 1.42 | 12 | 41 |
| 6 | 4016 | 9947 | 76008. | 55989. | 1.36 | 12 | 31 |
| 6 | 4316 | 7453 | 29937. | 34348. | 0.87 | 24 | 44 |
| 6 | 4322 | 6956 | 58553. | 55989. | 1.05 | 12 | 31 |
| 6 | 4428 | 4435 | 49136. | 47120. | 1.04 | 79 | 41 |
| 6 | 4434 | 2417 | 42606. | 31413. | 1.36 | 79 | 41 |
| 6 | 4435 | 4439 | 49136. | 47120. | 1.04 | 79 | 41 |
| 6 | 4437 | 4434 | 42606. | 47120. | 0.90 | 79 | 41 |

| | | | | | | | |
|---|------|-------|--------|--------|------|----|----|
| 6 | 4439 | 4455 | 49136. | 47120. | 1.04 | 79 | 41 |
| 6 | 4453 | 4437 | 42606. | 47120. | 0.90 | 79 | 41 |
| 6 | 4455 | 4462 | 49136. | 47120. | 1.04 | 79 | 41 |
| 6 | 4457 | 4453 | 42606. | 47120. | 0.90 | 79 | 41 |
| 6 | 4462 | 4465 | 37912. | 47120. | 0.80 | 79 | 41 |
| 6 | 4465 | 4469 | 37912. | 31413. | 1.21 | 79 | 41 |
| 6 | 4466 | 4467 | 20223. | 31413. | 0.64 | 79 | 41 |
| 6 | 4467 | 4468 | 20223. | 47120. | 0.43 | 79 | 41 |
| 6 | 4468 | 4457 | 42606. | 47120. | 0.90 | 79 | 41 |
| 6 | 4469 | 8302 | 37912. | 31413. | 1.21 | 79 | 41 |
| 6 | 4470 | 4466 | 20223. | 31413. | 0.64 | 79 | 41 |
| 6 | 4471 | 4487 | 51156. | 31413. | 1.63 | 79 | 41 |
| 6 | 4475 | 4470 | 20223. | 31413. | 0.64 | 79 | 41 |
| 6 | 4487 | 4495 | 30615. | 31413. | 0.97 | 79 | 41 |
| 6 | 4491 | 4475 | 20223. | 31413. | 0.64 | 79 | 41 |
| 6 | 4495 | 10065 | 30615. | 31413. | 0.97 | 79 | 41 |
| 6 | 4539 | 4541 | 48510. | 32652. | 1.49 | 33 | 41 |
| 6 | 4540 | 7012 | 41159. | 34348. | 1.20 | 24 | 41 |
| 6 | 4542 | 7013 | 41159. | 34348. | 1.20 | 24 | 41 |
| 6 | 4601 | 4751 | 49136. | 31413. | 1.56 | 79 | 41 |
| 6 | 4666 | 4667 | 22647. | 16086. | 1.41 | 33 | 41 |
| 6 | 4751 | 4428 | 49136. | 31413. | 1.56 | 79 | 41 |
| 6 | 4792 | 4797 | 40119. | 34348. | 1.17 | 24 | 41 |
| 6 | 4946 | 9948 | 82238. | 55989. | 1.47 | 12 | 31 |
| 6 | 5132 | 5133 | 50490. | 34348. | 1.47 | 24 | 41 |
| 6 | 5134 | 7499 | 63018. | 32652. | 1.93 | 33 | 41 |
| 6 | 5386 | 9865 | 53208. | 33392. | 1.59 | 25 | 41 |
| 6 | 5387 | 9865 | 53258. | 33392. | 1.59 | 25 | 41 |
| 6 | 5639 | 5643 | 42461. | 24914. | 1.70 | 44 | 12 |
| 6 | 5642 | 5644 | 49644. | 33392. | 1.49 | 25 | 12 |
| 6 | 5782 | 9869 | 28819. | 23608. | 1.22 | 45 | 31 |
| 6 | 5784 | 5786 | 46181. | 33392. | 1.38 | 25 | 41 |
| 6 | 5929 | 5936 | 33176. | 23608. | 1.41 | 45 | 41 |
| 6 | 5931 | 5933 | 58871. | 50544. | 1.16 | 25 | 41 |
| 6 | 5987 | 1587 | 30660. | 37500. | 0.82 | 92 | 41 |
| 6 | 6033 | 6034 | 27033. | 13740. | 1.97 | 36 | 31 |
| 6 | 6957 | 4321 | 50209. | 55989. | 0.90 | 12 | 31 |
| 6 | 7012 | 7013 | 41159. | 34348. | 1.20 | 24 | 41 |
| 6 | 7139 | 4671 | 77070. | 55989. | 1.38 | 12 | 41 |
| 6 | 8302 | 4471 | 37912. | 31413. | 1.21 | 79 | 41 |
| 6 | 9947 | 4019 | 43634. | 55989. | 0.78 | 12 | 31 |
| 6 | 9947 | 9950 | 32374. | 13109. | 2.47 | 97 | 31 |
| 6 | 9948 | 4018 | 92650. | 55989. | 1.65 | 12 | 31 |
| 6 | 9949 | 9948 | 10412. | 18750. | 0.56 | 98 | 31 |
| 6 | 9950 | 9951 | 32374. | 37500. | 0.86 | 92 | 31 |
| 6 | 9951 | 9953 | 32374. | 37500. | 0.86 | 92 | 31 |
| 6 | 9952 | 9949 | 10412. | 37500. | 0.28 | 92 | 31 |
| 6 | 9953 | 9955 | 19089. | 37500. | 0.51 | 92 | 31 |
| 6 | 9954 | 9952 | 10412. | 37500. | 0.28 | 92 | 31 |
| 6 | 9955 | 9957 | 19089. | 37500. | 0.51 | 92 | 31 |
| 6 | 9956 | 9954 | 10412. | 37500. | 0.28 | 92 | 31 |
| 6 | 9957 | 9959 | 49704. | 37500. | 1.33 | 92 | 31 |
| 6 | 9958 | 9956 | 10412. | 37500. | 0.28 | 92 | 41 |
| 6 | 9959 | 9961 | 49704. | 37500. | 1.33 | 92 | 31 |
| 6 | 9960 | 9958 | 10412. | 37500. | 0.28 | 92 | 41 |
| 6 | 9961 | 9963 | 49704. | 37500. | 1.33 | 92 | 31 |
| 6 | 9962 | 9960 | 34856. | 37500. | 0.93 | 92 | 31 |

| | | | | | | |
|---|--------|------|----------|----------|------|-------|
| 6 | 9963 | 9965 | 49704. | 37500. | 1.33 | 92 31 |
| 6 | 9964 | 9962 | 34856. | 37500. | 0.93 | 92 41 |
| 6 | 9965 | 9968 | 49704. | 37500. | 1.33 | 92 41 |
| 6 | 9967 | 9964 | 34856. | 37500. | 0.93 | 92 31 |
| 6 | 9968 | 9970 | 49704. | 37500. | 1.33 | 92 41 |
| 6 | 9969 | 9967 | 34856. | 37500. | 0.93 | 92 41 |
| 6 | 9970 | 9972 | 49704. | 37500. | 1.33 | 92 41 |
| 6 | 9971 | 9969 | 34856. | 37500. | 0.93 | 92 41 |
| 6 | 9972 | 9974 | 49704. | 37500. | 1.33 | 92 41 |
| 6 | 9973 | 9971 | 34856. | 37500. | 0.93 | 92 41 |
| 6 | 9974 | 9976 | 49704. | 37500. | 1.33 | 92 41 |
| 6 | 9975 | 9973 | 34856. | 37500. | 0.93 | 92 41 |
| 6 | 9976 | 9978 | 49704. | 37500. | 1.33 | 92 41 |
| 6 | 9977 | 9975 | 34856. | 37500. | 0.93 | 92 41 |
| 6 | 9978 | 9980 | 49704. | 37500. | 1.33 | 92 41 |
| 6 | 9979 | 9977 | 34856. | 37500. | 0.93 | 92 41 |
| 6 | 9980 | 9982 | 49704. | 37500. | 1.33 | 92 41 |
| 6 | 9981 | 9979 | 34856. | 37500. | 0.93 | 92 41 |
| 6 | 9982 | 9984 | 49704. | 37500. | 1.33 | 92 41 |
| 6 | 9983 | 9981 | 34856. | 37500. | 0.93 | 92 41 |
| 6 | 9984 | 1634 | 49704. | 37500. | 1.33 | 92 41 |
| 6 | 9985 | 9983 | 34856. | 37500. | 0.93 | 92 41 |
| 6 | 9986 | 9988 | 43121. | 37500. | 1.15 | 92 41 |
| 6 | 9987 | 1632 | 21209. | 37500. | 0.57 | 92 41 |
| 6 | 9988 | 9990 | 43121. | 37500. | 1.15 | 92 41 |
| 6 | 9989 | 9987 | 21209. | 37500. | 0.57 | 92 41 |
| 6 | 9990 | 1619 | 43121. | 37500. | 1.15 | 92 31 |
| 6 | 9991 | 9989 | 21209. | 37500. | 0.57 | 92 41 |
| 6 | 9992 | 1577 | 43121. | 37500. | 1.15 | 92 31 |
| 6 | 9993 | 9991 | 21209. | 37500. | 0.57 | 92 31 |
| 6 | 9994 | 1596 | 17371. | 37500. | 0.46 | 92 31 |
| 6 | 9994 | 1598 | 25750. | 15707. | 1.64 | 71 31 |
| 6 | 9995 | 1581 | 21209. | 37500. | 0.57 | 92 31 |
| 6 | 9996 | 9998 | 26419. | 37500. | 0.70 | 12 41 |
| 6 | 9997 | 9995 | 21209. | 37500. | 0.57 | 92 31 |
| 6 | 9998 | 1599 | 26419. | 37500. | 0.70 | 12 41 |
| 6 | 9999 | 9997 | 21209. | 37500. | 0.57 | 92 41 |
| 6 | 10018 | 4491 | 20223. | 31413. | 0.64 | 79 41 |
| 6 | 10065 | 9957 | 30615. | 31413. | 0.97 | 79 41 |
| 6 | TOTALS | | 5405170. | 5346054. | 1.01 | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 7 | 1613 | 2462 | 2628. | 18750. | 0.14 | 98 | 31 |
| 7 | 2004 | 7854 | 120374. | 106174. | 1.13 | 21 | 32 |
| 7 | 2039 | 2051 | 37259. | 33392. | 1.12 | 25 | 42 |
| 7 | 2041 | 2057 | 30304. | 33392. | 0.91 | 25 | 12 |
| 7 | 2042 | 2058 | 20370. | 25044. | 0.81 | 38 | 43 |
| 7 | 2308 | 5113 | 49300. | 34348. | 1.44 | 24 | 31 |
| 7 | 2323 | 5092 | 56310. | 50544. | 1.11 | 25 | 31 |
| 7 | 2345 | 7717 | 68172. | 74478. | 0.92 | 92 | 31 |
| 7 | 2358 | 4084 | 123355. | 93098. | 1.32 | 12 | 41 |
| 7 | 2389 | 5103 | 56676. | 51978. | 1.09 | 24 | 31 |
| 7 | 3984 | 3987 | 11692. | 31413. | 0.37 | 79 | 11 |
| 7 | 3986 | 3985 | 114662. | 77174. | 1.49 | 11 | 11 |
| 7 | 4085 | 2362 | 122030. | 93098. | 1.31 | 12 | 41 |
| 7 | 4908 | 8529 | 68864. | 51978. | 1.32 | 24 | 41 |
| 7 | 5002 | 5198 | 25815. | 15707. | 1.64 | 75 | 11 |
| 7 | 5003 | 6430 | 105999. | 77174. | 1.37 | 11 | 11 |
| 7 | 5013 | 5014 | 11528. | 11522. | 1.00 | 45 | 11 |
| 7 | 5020 | 7446 | 12377. | 11914. | 1.04 | 38 | 11 |
| 7 | 5026 | 5027 | 27099. | 23608. | 1.15 | 45 | 11 |
| 7 | 5034 | 5037 | 15176. | 22174. | 0.68 | 64 | 11 |
| 7 | 5048 | 5046 | 28021. | 22174. | 1.26 | 64 | 11 |
| 7 | 5059 | 5060 | 23403. | 22174. | 1.06 | 64 | 11 |
| 7 | 5071 | 9724 | 70244. | 54663. | 1.29 | 25 | 11 |
| 7 | 5072 | 9724 | 81643. | 54663. | 1.49 | 25 | 11 |
| 7 | 5106 | 8379 | 17765. | 11522. | 1.54 | 45 | 31 |
| 7 | 5122 | 5123 | 22928. | 12870. | 1.78 | 37 | 31 |
| 7 | 5131 | 5132 | 75420. | 51978. | 1.45 | 24 | 41 |
| 7 | 5140 | 5141 | 52335. | 34348. | 1.52 | 24 | 41 |
| 7 | 5147 | 5148 | 19901. | 12870. | 1.55 | 37 | 31 |
| 7 | 5153 | 5154 | 71311. | 50544. | 1.41 | 25 | 41 |
| 7 | 5159 | 5160 | 49554. | 33392. | 1.48 | 25 | 41 |
| 7 | 5164 | 5166 | 58926. | 50544. | 1.17 | 25 | 31 |
| 7 | 5170 | 5171 | 44847. | 27130. | 1.65 | 36 | 41 |
| 7 | 5173 | 5180 | 18947. | 16086. | 1.18 | 33 | 41 |
| 7 | 5176 | 5177 | 39530. | 33392. | 1.18 | 25 | 31 |
| 7 | 6430 | 5209 | 105999. | 77174. | 1.37 | 11 | 11 |
| 7 | 7716 | 4482 | 91916. | 93098. | 0.99 | 92 | 31 |
| 7 | 8503 | 1613 | 2628. | 18750. | 0.14 | 98 | 31 |
| 7 | TOTALS | | 1955306. | 1614332. | 1.21 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 8 | 1553 | 2475 | 10866. | 54359. | 0.20 | 98 | 51 |
| 8 | 1561 | 6895 | 14097. | 54359. | 0.26 | 92 | 51 |
| 8 | 2146 | 2149 | 52806. | 51978. | 1.02 | 24 | 43 |
| 8 | 2171 | 2803 | 95776. | 74478. | 1.29 | 12 | 31 |
| 8 | 2213 | 2214 | 30916. | 31413. | 0.98 | 75 | 31 |
| 8 | 2236 | 2242 | 36475. | 31413. | 1.16 | 79 | 31 |
| 8 | 2252 | 2928 | 32133. | 24914. | 1.29 | 44 | 31 |
| 8 | 2269 | 2244 | 3743. | 15707. | 0.24 | 75 | 31 |
| 8 | 2270 | 2271 | 60134. | 55989. | 1.07 | 12 | 31 |
| 8 | 2280 | 2281 | 71163. | 55989. | 1.27 | 12 | 31 |
| 8 | 2438 | 1553 | 10866. | 54359. | 0.20 | 92 | 51 |
| 8 | 2477 | 1561 | 14097. | 54359. | 0.26 | 98 | 51 |
| 8 | 2509 | 2513 | 38299. | 36218. | 1.06 | 23 | 31 |
| 8 | 2558 | 2561 | 54258. | 54326. | 1.00 | 23 | 31 |
| 8 | 2565 | 2669 | 11909. | 11522. | 1.03 | 45 | 31 |
| 8 | 2660 | 2664 | 52853. | 51978. | 1.02 | 24 | 31 |
| 8 | 2804 | 2172 | 101916. | 74478. | 1.37 | 12 | 31 |
| 8 | 2807 | 3713 | 13807. | 13740. | 1.00 | 36 | 31 |
| 8 | 2811 | 2812 | 36434. | 34348. | 1.06 | 24 | 31 |
| 8 | 2819 | 2820 | 15072. | 9218. | 1.64 | 46 | 31 |
| 8 | 2824 | 2949 | 19271. | 12108. | 1.59 | 44 | 31 |
| 8 | 2831 | 3709 | 15131. | 12108. | 1.25 | 44 | 31 |
| 8 | 2832 | 2953 | 10198. | 9218. | 1.11 | 46 | 31 |
| 8 | 2844 | 2960 | 44710. | 34348. | 1.30 | 24 | 41 |
| 8 | 2850 | 4404 | 79020. | 63566. | 1.24 | 24 | 41 |
| 8 | 3706 | 3707 | 16426. | 11522. | 1.43 | 45 | 31 |
| 8 | 4911 | 4913 | 12485. | 19293. | 0.65 | 81 | 31 |
| 8 | 5365 | 5375 | 7784. | 19293. | 0.40 | 81 | 31 |
| 8 | 8261 | 8262 | 13471. | 11522. | 1.17 | 45 | 31 |
| 8 | TOTALS | | 976117. | 1038123. | 0.94 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 9 | 3749 | 7534 | 20515. | 16086. | 1.28 | 41 | 41 |
| 9 | 3798 | 5974 | 40655. | 34348. | 1.18 | 24 | 41 |
| 9 | 4132 | 9915 | 71444. | 55989. | 1.28 | 12 | 31 |
| 9 | 4135 | 4133 | 70234. | 55989. | 1.25 | 12 | 31 |
| 9 | 4141 | 10064 | 24786. | 55989. | 0.44 | 99 | 31 |
| 9 | 4152 | 4153 | 50985. | 47120. | 1.08 | 75 | 31 |
| 9 | 4444 | 7901 | 77535. | 74478. | 1.04 | 92 | 31 |
| 9 | 5725 | 7894 | 54044. | 74478. | 0.73 | 92 | 31 |
| 9 | 5956 | 6038 | 24072. | 33260. | 0.72 | 23 | 51 |
| 9 | 5958 | 7370 | 9809. | 32956. | 0.30 | 41 | 31 |
| 9 | 5959 | 7223 | 16348. | 24914. | 0.66 | 44 | 31 |
| 9 | 5962 | 7330 | 25442. | 34348. | 0.74 | 24 | 31 |
| 9 | 5963 | 6050 | 8778. | 24914. | 0.35 | 44 | 31 |
| 9 | 5966 | 6054 | 41093. | 51978. | 0.79 | 24 | 31 |
| 9 | 5969 | 6063 | 32635. | 34348. | 0.95 | 24 | 31 |
| 9 | 6078 | 7373 | 36798. | 34348. | 1.07 | 24 | 31 |
| 9 | 6092 | 6093 | 35131. | 34348. | 1.02 | 24 | 31 |
| 9 | 6110 | 7950 | 45375. | 50544. | 0.90 | 25 | 41 |
| 9 | 6112 | 6116 | 25581. | 16086. | 1.59 | 33 | 31 |
| 9 | 6120 | 6121 | 40610. | 17174. | 2.36 | 32 | 32 |
| 9 | 6126 | 6178 | 24366. | 17174. | 1.42 | 32 | 32 |
| 9 | 7893 | 9840 | 15957. | 63392. | 0.25 | 21 | 51 |
| 9 | 7894 | 4442 | 54044. | 74478. | 0.73 | 92 | 31 |
| 9 | 7901 | 5730 | 56265. | 74478. | 0.76 | 92 | 31 |
| 9 | 8224 | 4149 | 61805. | 74478. | 0.83 | 92 | 31 |
| 9 | 8328 | 9840 | 13333. | 63392. | 0.21 | 21 | 51 |
| 9 | 9915 | 4136 | 71444. | 55989. | 1.28 | 12 | 31 |
| 9 | 10064 | 6087 | 24786. | 55989. | 0.44 | 92 | 31 |
| 9 | TOTALS | | 1073869. | 1283065. | 0.84 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME CAPACITY | OVER RATIO | F T | A T |
|----------------------|-------|--------|-----------------|-------------------|--------------------|---------------|--------|--------|
| 10 | 2218 | 2912 | 41563. | 36218. | 1.15 | | 23 | 31 |
| 10 | 2480 | 2293 | 58019. | 55989. | 1.04 | | 92 | 31 |
| 10 | 2487 | 5198 | 16613. | 11522. | 1.44 | | 45 | 31 |
| 10 | 2582 | 3857 | 85450. | 51978. | 1.64 | | 24 | 31 |
| 10 | 2610 | 7400 | 16256. | 11522. | 1.41 | | 45 | 31 |
| 10 | 2674 | 9900 | 77845. | 51978. | 1.50 | | 24 | 31 |
| 10 | 2676 | 9900 | 79100. | 51978. | 1.52 | | 24 | 31 |
| 10 | 2678 | 2679 | 73874. | 51978. | 1.42 | | 24 | 41 |
| 10 | 2798 | 2804 | 82184. | 74478. | 1.10 | | 12 | 41 |
| 10 | 2803 | 2797 | 76075. | 74478. | 1.02 | | 12 | 41 |
| 10 | 2919 | 2921 | 9206. | 11522. | 0.80 | | 45 | 31 |
| 10 | 2923 | 9769 | 12644. | 9218. | 1.37 | | 46 | 31 |
| 10 | 2927 | 9769 | 12644. | 9218. | 1.37 | | 46 | 31 |
| 10 | 3051 | 3054 | 20182. | 27826. | 0.73 | | 64 | 31 |
| 10 | 3053 | 3050 | 21951. | 27826. | 0.79 | | 64 | 31 |
| 10 | 3163 | 3167 | 48262. | 32652. | 1.48 | | 33 | 31 |
| 10 | 3166 | 3168 | 45412. | 51978. | 0.87 | | 24 | 31 |
| 10 | 3284 | 3286 | 47672. | 33392. | 1.43 | | 25 | 31 |
| 10 | 3382 | 7397 | 40715. | 25044. | 1.63 | | 38 | 31 |
| 10 | 3527 | 3531 | 36439. | 31609. | 1.15 | | 34 | 41 |
| 10 | 3529 | 7406 | 14698. | 11522. | 1.28 | | 45 | 41 |
| 10 | 3530 | 3526 | 18323. | 22761. | 0.81 | | 64 | 31 |
| 10 | 3927 | 8426 | 78349. | 55989. | 1.40 | | 12 | 31 |
| 10 | 3963 | 3989 | 77220. | 74478. | 1.04 | | 12 | 41 |
| 10 | 3990 | 4989 | 80715. | 74478. | 1.08 | | 12 | 41 |
| 10 | 4067 | 4070 | 30569. | 38587. | 0.79 | | 11 | 41 |
| 10 | 4068 | 5833 | 34665. | 38587. | 0.90 | | 11 | 41 |
| 10 | 4479 | 2479 | 58547. | 55989. | 1.05 | | 92 | 31 |
| 10 | 4584 | 7403 | 40405. | 32652. | 1.24 | | 33 | 31 |
| 10 | 4586 | 7401 | 50089. | 34348. | 1.46 | | 24 | 41 |
| 10 | 4719 | 4722 | 14326. | 15218. | 0.94 | | 34 | 41 |
| 10 | 4724 | 7840 | 36176. | 34348. | 1.05 | | 24 | 41 |
| 10 | 4870 | 7841 | 28448. | 23608. | 1.21 | | 45 | 41 |
| 10 | 4874 | 8063 | 33354. | 34348. | 0.97 | | 24 | 41 |
| 10 | 4984 | 4991 | 20684. | 12108. | 1.71 | | 44 | 31 |
| 10 | 4990 | 4996 | 6914. | 11522. | 0.60 | | 45 | 41 |
| 10 | 5007 | 8065 | 11232. | 15457. | 0.73 | | 63 | 31 |
| 10 | 5014 | 5006 | 11260. | 15457. | 0.73 | | 63 | 11 |
| 10 | 5182 | 5183 | 35685. | 32728. | 1.09 | | 33 | 41 |
| 10 | 5189 | 5201 | 15524. | 22761. | 0.68 | | 64 | 31 |
| 10 | 5194 | 5204 | 1325. | 15022. | 0.09 | | 64 | 21 |
| 10 | 5200 | 5188 | 12265. | 15022. | 0.82 | | 64 | 31 |
| 10 | 5203 | 5192 | 3590. | 15022. | 0.24 | | 64 | 21 |
| 10 | 5207 | 5196 | 1670. | 15022. | 0.11 | | 64 | 21 |
| 10 | 5434 | 5439 | 16728. | 22761. | 0.73 | | 64 | 41 |
| 10 | 5440 | 5437 | 18059. | 22761. | 0.79 | | 64 | 31 |
| 10 | 5441 | 8020 | 18796. | 22761. | 0.83 | | 64 | 41 |
| 10 | 5688 | 5689 | 35506. | 34348. | 1.03 | | 24 | 31 |
| 10 | 5840 | 5844 | 14708. | 16892. | 0.87 | | 24 | 31 |
| 10 | 5847 | 7377 | 31785. | 34348. | 0.93 | | 24 | 31 |
| 10 | 8425 | 3925 | 79867. | 55989. | 1.43 | | 12 | 31 |
| 10 | | TOTALS | 1833588. | 1659298. | 1.11 | | | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 11 | 3669 | 6237 | 20378. | 21956. | 0.93 | 35 | 51 |
| 11 | 3811 | 6320 | 10553. | 9218. | 1.14 | 46 | 31 |
| 11 | 3814 | 6324 | 21542. | 16086. | 1.34 | 33 | 32 |
| 11 | 4336 | 6313 | 72522. | 50544. | 1.43 | 25 | 41 |
| 11 | 6244 | 7341 | 58048. | 51978. | 1.12 | 24 | 41 |
| 11 | 6253 | 6301 | 31966. | 34348. | 0.93 | 24 | 31 |
| 11 | 6299 | 8192 | 86011. | 111717. | 0.77 | 92 | 31 |
| 11 | 6326 | 9874 | 33543. | 17174. | 1.95 | 32 | 31 |
| 11 | 6329 | 7981 | 7968. | 9218. | 0.86 | 46 | 32 |
| 11 | 6358 | 9874 | 33543. | 17174. | 1.95 | 32 | 31 |
| 11 | 7986 | 7989 | 11755. | 9218. | 1.28 | 46 | 41 |
| 11 | 7995 | 7996 | 26758. | 13740. | 1.95 | 36 | 31 |
| 11 | 8193 | 2284 | 96426. | 111717. | 0.86 | 92 | 31 |
| 11 | TOTALS | | 511013. | 474088. | 1.08 | | |
| | | | | | | | |
| 12 | 2001 | 5331 | 29411. | 54326. | 0.54 | 23 | 44 |
| 12 | 2006 | 2007 | 119862. | 106174. | 1.13 | 21 | 32 |
| 12 | 2043 | 4473 | 20621. | 32652. | 0.63 | 33 | 31 |
| 12 | 2072 | 9736 | 110500. | 111978. | 0.99 | 12 | 31 |
| 12 | 2074 | 9737 | 81340. | 111978. | 0.73 | 12 | 31 |
| 12 | 2108 | 3569 | 55719. | 51978. | 1.07 | 24 | 31 |
| 12 | 2148 | 8175 | 65241. | 63566. | 1.03 | 24 | 43 |
| 12 | 2156 | 8154 | 35998. | 111978. | 0.32 | 17 | 31 |
| 12 | 3213 | 3214 | 34065. | 34348. | 0.99 | 24 | 31 |
| 12 | 5848 | 5849 | 37956. | 54326. | 0.70 | 23 | 32 |
| 12 | 9729 | 9736 | 9488. | 15707. | 0.60 | 73 | 31 |
| 12 | 9730 | 9733 | 14596. | 15707. | 0.93 | 73 | 31 |
| 12 | 9731 | 9736 | 101013. | 111978. | 0.90 | 12 | 31 |
| 12 | 9731 | 9737 | 86416. | 111978. | 0.77 | 12 | 31 |
| 12 | 9733 | 9731 | 14596. | 15707. | 0.93 | 73 | 31 |
| 12 | TOTALS | | 816823. | 1004381. | 0.81 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c25) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|-------------|--------|
| 13 | 2155 | 8461 | 40168. | 55989. | 0.72 | 92 | 32 |
| 13 | 2452 | 8460 | 43500. | 55989. | 0.78 | 92 | 32 |
| 13 | 3666 | 6371 | 22437. | 34392. | 0.65 | 32 | 32 |
| 13 | 6364 | 6366 | 13303. | 25000. | 0.53 | 43 | 51 |
| 13 | 6367 | 6368 | 12568. | 24696. | 0.51 | 43 | 31 |
| 13 | 6371 | 7998 | 21544. | 20544. | 1.05 | 36 | 51 |
| 13 | 6433 | 8377 | 16572. | 13740. | 1.21 | 36 | 31 |
| 13 | 6489 | 7491 | 10013. | 12260. | 0.82 | 43 | 32 |
| 13 | 6492 | 6546 | 37756. | 34348. | 1.10 | 24 | 42 |
| 13 | 6501 | 6503 | 49167. | 32652. | 1.51 | 33 | 31 |
| 13 | 6558 | 6559 | 12169. | 15326. | 0.79 | 42 | 31 |
| 13 | 6562 | 6563 | 7189. | 9218. | 0.78 | 46 | 32 |
| 13 | 6568 | 6611 | 102. | 12500. | 0.01 | 43 | 51 |
| 13 | 8460 | 2120 | 43500. | 55989. | 0.78 | 92 | 32 |
| 13 | 8461 | 2454 | 40168. | 55989. | 0.72 | 92 | 32 |
| 13 | TOTALS | | 370156. | 458632. | 0.81 | | |
| 99 | TOTALS | | 235259808. | 241231536. | 0.98 | SCREEN LINE | 99 |

| | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| ***** | ***** | *** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** | ***** |
| * | * | * | * | * | * | * | * | * | * | * | * |
| *** | * | ***** | * | * | *** | * | * | * | * | * | *** |
| * | * | * | * | * | * | * | * | * | * | * | * |
| **** | * | * | * | * | ***** | **** | * | ***** | **** | * | **** |

| | |
|------------------------------------|-----------|
| TOTAL NUMBER OF LINKS | 8719 |
| TOTAL SYSTEM MILES | 1991.19 |
| TOTAL LANE MILES | 6369.01 |
| TOTAL DIRECTIONAL MILES | 3402.18 |
| TOTAL VMT USING VOLUMES | 60730032 |
| TOTAL VMT USING CAPACITY | 64567156 |
| TOTAL VMT V/C | 0.94 |
| TOTAL VHT USING VOLUMES | 3351136 |
| TOTAL VHT USING CAPACITY | 2976209 |
| TOTAL VHT V/C | 1.13 |
| TOTAL VOLUMES ALL LINKS | 256115232 |
| AVERAGE TOTAL VOLUME | 29374.38 |
| TOTAL VMT ALL LINKS | 60730032 |
| TOTAL VHT ALL LINKS | 3351136 |
| TOTAL ORIGINAL SPEED (MPH) | 33.87 |
| TOTAL CONGESTED SPEED (MPH) | 20.75 |
| TOTAL ACCIDENTS | 250.67 |
| TOTAL INJURIES | 160.76 |
| TOTAL FATALITIES | 0.93 |
| TOTAL CO EMISSIONS (KILOGRAMS) | 1573812 |
| TOTAL HC EMISSIONS (KILOGRAMS) | 102507 |
| TOTAL NO EMISSIONS (KILOGRAMS) | 119823 |
| TOTAL FUEL USE | 3800486 |
| TOTAL NEW LANE MILEAGE | 0 |
| TOTAL CONSTRUCTION COST (X \$1000) | 0 |

| | |
|---|------------|
| TOTAL ACCIDENT COST (DOLLARS) | 6371914 |
| TOTAL USERS COST (DOLLARS) | 24899292 |
| TOTAL MAINTENANCE COST (DOLLARS) | 803419 |
| TOTAL DELAY DUE TO CONGESTION (VEH-HRS) | 1740395.62 |

APPENDIX I

YEAR 2030 EMIS MODEL INPUT & OUTPUT AND SUPPORTING FSUTMS REPORTS/FILES

YEAR 2030 MOBILE6.30A

MOBILE6 INPUT FILE

RUN DATA

MIN/MAX TEMP : 69.3 91.2

>These factors are for Southeast Florida only!

NO REFUELING :

*Indicates that refueling emissions will NOT be included

ABSOLUTE HUMIDITY : 100.0

FUEL RVP : 7.8

SCENARIO RECORD : SPEED = EPA default speed distribution

*User must indicate analysis year for this run in four digit format

CALENDAR YEAR : 2030

EVALUATION MONTH : 7

*User must indicate temperatures used for inventory purposes by area

END OF RUN

YEAR 2030 PROFILE.MAS

&TWODIGIT
YES
&VFACTORS
YES
&NAME NAME OF STUDY
Miami
&MOBILE6
YES
&M6YEAR
2030
&MOBILE DIRECTORY WHERE MOBILE PARAMETER FILES ARE STORED
c:\fsutms.v55\
&IMFAC INSPECTION/MAINTENANCE CREDIT PERCENTAGE FOR EMIS
0.00000
&EMISFAC FACTOR TO ADJUST MODEL VMT TO MATCH HPMS TARGET VALUE
0.99908
&FSUTMS DIRECTORY WHERE SCRIPT FILES ARE LOCATED
.\\SCRIPT
&AVEZONE NUMBER OF ZONES TO AVERAGE TO COMPUTE IZ DISTANCE
1
&TRANZONE TRANSIT ACCESS ANALYSIS ZONE
642
&ZONESI INTERNAL ZONES
1500
&ZONESX FIRST EXTERNAL ZONE
1501
&ZONESA TOTAL ZONES
1521
&VALIDATE
NO
&ANALYSIS
YES
&GLSELECT
0
&GLTITLE Miami-dade
&SZONE STARTING ZONE FOR CARDINAL DISTRIBUTION
1
&FZONE ENDING ZONE FOR CARDINAL DISTRIBUTION
1500
&DISTRICT NUMBER OF PLANNING DISTRICTS
96
&SUPERDIST NUMBER OF SUPER DISTRICTS
26
&CBDZONE THE CBD ZONES
642
&SELDEST SELECTED DESTINATION ZONES
1-1500
&TERM10 TERMINAL TIME FOR AREA TYPE
5
&TERM11 TERMINAL TIME FOR AREA TYPE
5
&TERM12 TERMINAL TIME FOR AREA TYPE
5
&TERM13 TERMINAL TIME FOR AREA TYPE
3
&TERM14 TERMINAL TIME FOR AREA TYPE

5
&TERM15 TERMINAL TIME FOR AREA TYPE
5
&TERM16 TERMINAL TIME FOR AREA TYPE
5
&TERM17 TERMINAL TIME FOR AREA TYPE
5
&TERM18 TERMINAL TIME FOR AREA TYPE
5
&TERM19 TERMINAL TIME FOR AREA TYPE
5
&TERM20 TERMINAL TIME FOR AREA TYPE
3
&TERM21 TERMINAL TIME FOR AREA TYPE
4
&TERM22 TERMINAL TIME FOR AREA TYPE
3
&TERM23 TERMINAL TIME FOR AREA TYPE
3
&TERM24 TERMINAL TIME FOR AREA TYPE
3
&TERM25 TERMINAL TIME FOR AREA TYPE
3
&TERM26 TERMINAL TIME FOR AREA TYPE
3
&TERM27 TERMINAL TIME FOR AREA TYPE
3
&TERM28 TERMINAL TIME FOR AREA TYPE
3
&TERM29 TERMINAL TIME FOR AREA TYPE
3
&TERM30 TERMINAL TIME FOR AREA TYPE
1
&TERM31 TERMINAL TIME FOR AREA TYPE
3
&TERM32 TERMINAL TIME FOR AREA TYPE
1
&TERM33 TERMINAL TIME FOR AREA TYPE
1
&TERM34 TERMINAL TIME FOR AREA TYPE
1
&TERM35 TERMINAL TIME FOR AREA TYPE
1
&TERM36 TERMINAL TIME FOR AREA TYPE
1
&TERM37 TERMINAL TIME FOR AREA TYPE
1
&TERM38 TERMINAL TIME FOR AREA TYPE
1
&TERM39 TERMINAL TIME FOR AREA TYPE
1
&TERM40 TERMINAL TIME FOR AREA TYPE
2
&TERM41 TERMINAL TIME FOR AREA TYPE
2
&TERM42 TERMINAL TIME FOR AREA TYPE
3

| | |
|------------|--|
| &TERM43 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM44 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM45 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM46 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM47 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM48 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM49 | TERMINAL TIME FOR AREA TYPE |
| 2 | |
| &TERM50 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM51 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM52 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM53 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM54 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM55 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM56 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM57 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM58 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &TERM59 | TERMINAL TIME FOR AREA TYPE |
| 1 | |
| &NODES | MAXIMUM NUMBER OF NODES IN HWY NET |
| 200000 | |
| &UNITS | UNITS PER MILE |
| 5280 | |
| &CONFAC | FOR CAPACITY CONSTRAINT |
| 0.10 | |
| &CAPFAC | FOR PLOTTING LOS E |
| 0.10 | |
| &ITER | MAXIMUM EQUILIBRIUM ITERATIONS |
| 25 | |
| &UROADF | UROAD CAPACITY FACTOR |
| 0.75 | |
| &DAMPING | DAMPING FACTOR USED TO MINIMIZE TIME MODULATIONS BETWEEN |
| ITERATION | |
| 0.5 | |
| &BPRMAX | |
| 4.0 | |
| &EPS | |
| 0.10 | |
| &CTOLL | COEFFICIENT OF TOLL FACTOR USED IN TOLL MODEL |
| 0.08 | |
| &TOLLS1 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |

| | |
|--------------------------------|---|
| 0.10 &TOLLS2 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.15 &TOLLS3 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.20 &TOLLS4 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.25 &TOLLS5 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.30 &TOLLS6 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.35 &TOLLS7 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 1.00 &TOLLS8 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.001 &TOLLS9 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS10 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS11 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS12 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS13 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS14 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS15 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS16 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS17 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS18 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS19 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| 0.00 &TOLLS20 CONTINUITY | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |

| | |
|------------|---|
| 0.00 | |
| &SERVT1 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.10 | |
| &SERVT2 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.15 | |
| &SERVT3 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.20 | |
| &SERVT4 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.25 | |
| &SERVT5 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.30 | |
| &SERVT6 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.35 | |
| &SERVT7 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 1.00 | |
| &SERVT8 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.001 | |
| &SERVT9 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT10 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT11 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT12 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT13 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT14 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT15 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT16 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT17 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT18 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |
| 0.00 | |
| &SERVT19 | NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM |
| CONTINUITY | |

0.00
&SERVT20 NOT USED BUT KEEP IN PROFILE.MAS FOR MODEL STREAM
CONTINUITY
0.00
&MAXTIM
70
&ATITER NUMBER OF GMODEL ITERATIONS
10
&AOFAC1 AUTO OCC FOR HBW
0.7936
&AOFAC2 AUTO OCC FOR HBSH
0.5747
&AOFAC3 AUTO OCC FOR HBSR
0.5747
&AOFAC4 AUTO OCC FOR HBO
0.5747
&AOFAC5 AUTO OCC FOR NHB
0.5917
&UNCONNECT MAXIMUM TRANSIT TIME
255
&NUMFARE MAXIMUM NUMBER OF FARE CATEGORIES
8
&HOV SWITCH FOR HOV TYPE
TYPE1
&HOV1 IDENTIFIES HOV ONLY FACILITIES
HOV LINKS, LINK GROUP 2 = 80-89
&HOV2 IDENTIFIES NUMBER OF TRIP TABLES
SELECTED PURPOSES = 1-3
&HOV3 USED FOR REPORTING OF TRIP PURPOSES
ADD PURPOSES = 1-3
&HOV4 DELETED LINKS FOR HOV SKIMS
LINK GROUP 2 = 80-89
&HOV5 IDENTIFIES HOV ONLY FACILITIES
HOV1 LINKS, LINK GROUP 2 = 49
&HOV6 IDENTIFIES HOV ONLY FACILITIES
HOV2 LINKS, LINK GROUP 2 = 80-89
&PERIOD
24
&PLOTTER
HP7586
&PLOTPENS
8
&PLOTSIZE
30
&PAPER
NORMALD
&PLOTFAC
600
&DATA
DATA
&PLOTWIN
PLOTXY.STD
&PLOTWINA
PLOTXYA.STD
&PLOTWINB
PLOTXYB.STD
&PLOTWINC

```
PLOTXYC.STD
&PLOTWIND
PLOTXYD.STD
&PLOTWINE
PLOTXYE.STD
&PLOTWINF
PLOTXYF.STD
&PLOTWING
PLOTXYG.STD
&PLOTWINH
PLOTXYH.STD
&CHARHT
0.05
&NAMEB
SOUTH DADE (B)
&NAMEM
MIC/INTERCON (M)
&NAMEP
NORTH/BEACH CORR (P)
&NAMEQ
EAST/WEST CORRIDOR (Q)
&NAMER
DOWNTOWN MIAMI (R)
&NAMES
KENDALL/SOUTH CORR (S)
&NAMET
WEST CENTRAL AREA (T)
&NAMEU
NW/PALMETTO CORR (U)
&NAMEV
I95/NORTH CORRIDOR (V)
&NAMEZ
SUNPIKE/27TH AVE (Z)
&NAME1
SW (1)
&NAME2
NW (2)
&NAME3
NE (3)
&NAME4
SE (4)
&MAXUTIL
0.75
&QUEMAX
100
&QUELIM
4.9
&NUMFARE
9
&TOLLMF
TOLL FACILITIES MODEL
&MULTSQ
MULTIPLE SERVER QUEUES
&ACCUQT FLAG FOR USING TOLL FACILTIES MODEL
~ ACCUMULATE QUEUEING TIME
&GMTIME
TIME2
```

&CITYCODE
 MIA
 &TITLE
 2000 MTPM
 &MAXD Maximum sidewalk area around stations
 0.4
 &TERM Auto access terminal time (home end)
 2.0
 &DEF Default auto access time
 2.0
 &NOPT Usage check on second auto connector
 1
 &BACK Backtrack flag for auto connector
 1
 &AOC Auto operating costs
 9.5
 &OC3 Average 3+ auto occupancy
 3.20 3.20 3.20 3.20 3.20 Average park/ride auto occupancy
 &OCTA
 1.2 1.2 1.2
 &TASPD Average auto access speed
 26.0 26.0
 &MINRUN1 Minimum walk-to-local run time
 3.0
 &MINRUN2 Minimum walk-to-premium run time
 3.0
 &MINRUN3 Minimum auto-to-local run time
 30.0
 &MINRUN4 Minimum auto-to-premium run time
 6.0
 &INFL1 Transit fare inflation
 1.0
 &INFL2 Auto operating cost inflation
 1.0
 &INFL3 Parking cost inflation
 1.0
 &MSMIN Minimum mode split
 0.01 0.01 0.01
 &HOVUSE HOV usage flag
 3
 &HOVMIN HOV minimum time
 3.0
 &RAILAC Station walk access impedance flag
 0
 &VAL Validation summary flag
 0
 &KRFAC Kiss/ride additional impedance factor
 1.50
 &JITNEY Jitney flag (0=none, 1=base, 2=alt)
 1
 &VERS Model Version (1=standard FSUTMS, 2=Orlando 10 purposes)
 1
 &DEFMS Default Regional Mode Splits
 0.07770 0.02970 0.02970
 &DEFUPD Update Zonal Default Mode Splits (1=yes, 2=no)
 1
 &MAXTIM

| | |
|--------------------|--|
| 70 | |
| &TRIZONE | TRI RAIL EXTERNAL ZONE |
| 1467 | |
| &MAXTIME | |
| 120 | |
| &ROTANG | |
| 270 | |
| &PORTRAIT | |
| 0 | |
| &LANDSCAPE | |
| 0 | |
| &ROTANGW | |
| &PLT | |
| plt | |
| &ASCII | |
| YES | |
| &DATABASE | Optional entry to enable database capability |
| NO | |
| &DBCOOUT | When activated, writes database files for TASSIGN |
| DBC OUTPUT, INET | |
| &MINUROADFAC | Specifies minimum UROAD factor allowed (Optional) |
| 0.50 | |
| &MAXUROADFAC | Specifies maximum UROAD factor allowed |
| 1.00 | |
| &MINCONFAC | Specifies minimum CONFAC factor allowed |
| 0.04 | |
| &MAXCONFAC | Specifies maximum CONFAC factor allowed |
| 1.00 | |
| &MINBPRCOEFF | Specifies minimum BPR coefficient allowed |
| 0.0 | |
| &MAXBPRCOEFF | Specifies maximum BPR coefficient allowed |
| 1.00 | |
| &MINBPREXP | Specifies minimum BPR exponent allowed |
| 1.00 | |
| &MAXBPREXP | Specifies maximum BPR exponent allowed |
| 10.00 | |
| &EMISTABLES | Tables on HTTAB file for intrazonal emissions (default = |
| 1) | |
| 1 | |
| &ASCII | Outputs file HRLDXY.ASC (similar to NETCARD output) |
| YES | |
| &VFACTORS | Required entry. YES must start in column one |
| YES | |
| &DATABASE | Optional entry to enable database capability |
| NO | |
| &DBCOOUT | When activated, writes database files for TASSIGN |
| ~ DBC OUTPUT, INET | |
| &MINUROADFAC | Specifies minimum UROAD factor allowed (Optional) |
| 0.50 | |
| &MAXUROADFAC | Specifies maximum UROAD factor allowed |
| 1.00 | |
| &MINCONFAC | Specifies minimum CONFAC factor allowed |
| 0.04 | |
| &MAXCONFAC | Specifies maximum CONFAC factor allowed |
| 1.00 | |
| &MINBPRCOEFF | Specifies minimum BPR coefficient allowed |

0.0
&MAXBPRCOEFF Specifies maximum BPR coefficient allowed
1.00
&MINBPREXP Specifies minimum BPR exponent allowed
1.00
&MAXBPREXP Specifies maximum BPR exponent allowed
10.00
&EMISTABLES Tables on HTTAB file for intrazonal emissions (default =
1)
1
&ASCII Outputs file HRLDXY.ASC (similar to NETCARD output)
YES
&MODELCAP
~ MODEL CAPACITY
&COLORS
1,2,3,4,5,6,7,8
&ACTC REPORT TRANSIT TRIPS=0 for CENTERS, 1 FOR TAZs
1
&KTHROW ACTIVITY CENTER TEMP FILES, 1=KEEP, 0=DELETE
1
&STDZ2 STANDARD FSUTMSZ2, 1=TRUE, 0=RTA
1
&SELZONE SELECTED TAZ
1500
&DTBZERO
7000

YEAR 2030 EMIS.OUT

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
 EMISSION MODEL FOR MOBILE 6 -- PROGRAM DATE: 16JAN02
 - RUN TIME: 14:12:03 16DEC04

 * MOBILE6.2 (31-Oct-2002) *
 * Input file: MOBILE6.IN (file 1, run 1). *

*These factors are for Southeast Florida only!

M603 Comment:

User has disabled the calculation of REFUELING emissions.

* #
 * SPEED = EPA default speed distribution
 * File 1, Run 1, Scenario 1.
 * #
 M 48 Warning:
 there are no sales for vehicle class HDGV8b
 M 48 Warning:
 there are no sales for vehicle class LDDT12

Calendar Year: 2030
 Month: July
 Altitude: Low
 Minimum Temperature: 69.3 (F)
 Maximum Temperature: 91.2 (F)
 Absolute Humidity: 100. grains/lb
 Nominal Fuel RVP: 7.8 psi
 Weathered RVP: 7.5 psi
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
 Evap I/M Program: No
 ATP Program: No
 Reformulated Gas: No

| LDDT | Vehicle Type: HDDV | LDGV MC | LDGT12 All Veh | LDGT34 GVWR: <6000 | LDGT (All) | HDGV | LDDV |
|--------|-----------------------|------------|-------------------|--------------------------|---------------|--------|--------|
| 0.0022 | 0.0876 | 0.0051 | 1.0000 | 0.1507 | | 0.0365 | 0.0003 |

| Composite Emission Factors (g/mi): | | | | | | | |
|------------------------------------|-----------------------|-------|-------|-------|-------|-------|-------|
| 0.113 | Composite VOC : 0.240 | 2.21 | 0.374 | 0.525 | 0.411 | 0.275 | 0.048 |
| 0.477 | Composite CO : 0.255 | 16.25 | 6.852 | 9.60 | 8.19 | 7.06 | 0.662 |
| 0.128 | Composite NOX : 0.618 | 1.06 | 0.321 | 0.438 | 0.330 | 0.189 | 0.028 |

Year = 2030

| Vehicle Type | VMT Distribution | |
|--------------|------------------|-------|
| LDGV | 0.2788 | |
| LDGT12 | 0.4388 | |
| LDGT34 | 0.1507 | |
| LDGT | 0.0000 | |
| HDGV | 0.0365 | |
| LDDV | 0.0003 | |
| LDGT | 0.0022 | |
| HDDV | 0.0876 | |
| MC | 0.0051 | |
| All Veh | 1.0000 | |
| Speeds: | 1.0 65.0 | |
| VOC: | 0.374 | 0.374 |
| CO: | 6.852 | 6.852 |
| NOX: | 0.321 | 0.321 |

INPUT CARD ECHO

INFO all reported values have been adjusted by EMISFAC = 0.9991

SCENARIO 1 MOBILE.TEM
 THE FOLLOWING IS A MATRIX WHICH ASSIGNS A SCENARIO TO EACH FT/AT COMBINATION
 AT=> 1 2 3 4 5

| FT | 1 | 2 | 3 | 4 | 5 |
|----|---|---|---|---|---|
| 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 |
| 3 | 1 | 1 | 1 | 1 | 1 |
| 4 | 1 | 1 | 1 | 1 | 1 |
| 5 | 1 | 1 | 1 | 1 | 1 |
| 6 | 1 | 1 | 1 | 1 | 1 |
| 7 | 1 | 1 | 1 | 1 | 1 |
| 8 | 1 | 1 | 1 | 1 | 1 |
| 9 | 1 | 1 | 1 | 1 | 1 |

INPUT COORDINATE SCALE(UNITS) FROM PROFILE.MAS IS 5280

INFO ALL REPORT VALUES ARE BEING ADJUSTED BY A FACTOR OF 0.9991

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
 GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AT | VOC | CO | NOx |
|----|----|----------|-----------|----------|
| 1 | 1 | 174672. | 3200142. | 149919. |
| 1 | 2 | 45234. | 828722. | 38824. |
| 1 | 3 | 2576815. | 47209480. | 2211650. |

| | | | | |
|---|---|----------|-----------|----------|
| 1 | 4 | 1824610. | 33428410. | 1566042. |
| 1 | 5 | 127006. | 2326858. | 109008. |
| 2 | 1 | 105762. | 1937655. | 90775. |
| 2 | 2 | 6349. | 116317. | 5449. |
| 2 | 3 | 4504577. | 82527752. | 3866228. |
| 2 | 4 | 4138103. | 75813592. | 3551691. |
| 2 | 5 | 277501. | 5084063. | 238176. |
| 3 | 1 | 49838. | 913074. | 42775. |
| 3 | 2 | 1201. | 22010. | 1031. |
| 3 | 3 | 1264556. | 23167746. | 1085354. |
| 3 | 4 | 648253. | 11876537. | 556388. |
| 3 | 5 | 267122. | 4893904. | 229268. |
| 4 | 1 | 52312. | 958398. | 44899. |
| 4 | 2 | 4714. | 86372. | 4046. |
| 4 | 3 | 2054563. | 37641348. | 1763406. |
| 4 | 4 | 684202. | 12535162. | 587243. |
| 4 | 5 | 293512. | 5377380. | 251918. |
| 5 | 1 | 22984. | 421090. | 19727. |
| 5 | 2 | 1845. | 33808. | 1584. |
| 5 | 3 | 855000. | 15664324. | 733836. |
| 5 | 4 | 541804. | 9926313. | 465024. |
| 5 | 5 | 152423. | 2792515. | 130823. |
| 6 | 1 | 144644. | 2650008. | 124147. |
| 6 | 2 | 4117. | 75433. | 3534. |
| 6 | 3 | 164144. | 3007254. | 140883. |
| 6 | 4 | 245650. | 4500525. | 210839. |
| 7 | 1 | 59757. | 1094796. | 51289. |
| 7 | 2 | 16078. | 294571. | 13800. |
| 7 | 3 | 407862. | 7472377. | 350063. |
| 7 | 4 | 282950. | 5183888. | 242853. |
| 7 | 5 | 28918. | 529812. | 24820. |
| 8 | 3 | 467477. | 8564570. | 401230. |
| 8 | 4 | 12216. | 223816. | 10485. |
| 9 | 3 | 1835993. | 33636968. | 1575813. |
| 9 | 4 | 261651. | 4793672. | 224572. |
| 9 | 5 | 740641. | 13569173. | 635684. |

GL TOTAL 25347058.464378144. 21755106.
 (TONS) 27.92 511.43 23.96

GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT AT | VOC | CO | NOx |
|-------|-----|----|-----|
|-------|-----|----|-----|

| | | | |
|----------|------|------|------|
| GL TOTAL | 0. | 0. | 0. |
| (TONS) | 0.00 | 0.00 | 0.00 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AT | VOC | CO | NOx |
|----------|----|---------|----------|---------|
| 1 | 3 | 35769. | 655322. | 30700. |
| 2 | 3 | 585. | 10713. | 502. |
| 2 | 4 | 29472. | 539952. | 25295. |
| 3 | 3 | 31575. | 578488. | 27101. |
| 3 | 5 | 12018. | 220179. | 10315. |
| 4 | 3 | 24749. | 453422. | 21242. |
| 4 | 4 | 9696. | 177636. | 8322. |
| 4 | 5 | 1431. | 26210. | 1228. |
| 5 | 3 | 1089. | 19956. | 935. |
| 5 | 5 | 8. | 149. | 7. |
| 6 | 1 | 6474. | 118615. | 5557. |
| 6 | 3 | 5823. | 106689. | 4998. |
| 7 | 3 | 9873. | 180877. | 8474. |
| 7 | 4 | 3350. | 61370. | 2875. |
| 9 | 3 | 151214. | 2770374. | 129785. |
| 9 | 4 | 1117. | 20471. | 959. |
| GL TOTAL | | 324244. | 5940423. | 278295. |
| (TONS) | | 0.36 | 6.54 | 0.31 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
ALL GEOGRAPHIC LOCATIONS

| FT | AT | VOC | CO | NOx |
|----|----|----------|-----------|----------|
| 1 | 1 | 174672. | 3200142. | 149919. |
| 1 | 2 | 45234. | 828722. | 38824. |
| 1 | 3 | 2612584. | 47864804. | 2242350. |
| 1 | 4 | 1824610. | 33428410. | 1566042. |
| 1 | 5 | 127006. | 2326858. | 109008. |
| 2 | 1 | 105762. | 1937655. | 90775. |
| 2 | 2 | 6349. | 116317. | 5449. |
| 2 | 3 | 4505162. | 82538464. | 3866730. |
| 2 | 4 | 4167576. | 76353536. | 3576986. |
| 2 | 5 | 277501. | 5084063. | 238176. |
| 3 | 1 | 49838. | 913074. | 42775. |
| 3 | 2 | 1201. | 22010. | 1031. |
| 3 | 3 | 1296131. | 23746234. | 1112455. |
| 3 | 4 | 648253. | 11876537. | 556388. |
| 3 | 5 | 279140. | 5114083. | 239583. |

| | | | | |
|--------|---|---------------------|-----------|----------|
| 4 | 1 | 52312. | 958398. | 44899. |
| 4 | 2 | 4714. | 86372. | 4046. |
| 4 | 3 | 2079312. | 38094780. | 1784648. |
| 4 | 4 | 693898. | 12712798. | 595565. |
| 4 | 5 | 294942. | 5403591. | 253145. |
| 5 | 1 | 22984. | 421090. | 19727. |
| 5 | 2 | 1845. | 33808. | 1584. |
| 5 | 3 | 856089. | 15684279. | 734771. |
| 5 | 4 | 541804. | 9926313. | 465024. |
| 5 | 5 | 152431. | 2792664. | 130830. |
| 6 | 1 | 151119. | 2768623. | 129703. |
| 6 | 2 | 4117. | 75433. | 3534. |
| 6 | 3 | 169967. | 3113944. | 145881. |
| 6 | 4 | 245650. | 4500525. | 210839. |
| 7 | 1 | 59757. | 1094796. | 51289. |
| 7 | 2 | 16078. | 294571. | 13800. |
| 7 | 3 | 417735. | 7653254. | 358537. |
| 7 | 4 | 286300. | 5245258. | 245728. |
| 7 | 5 | 28918. | 529812. | 24820. |
| 8 | 3 | 467477. | 8564570. | 401230. |
| 8 | 4 | 12216. | 223816. | 10485. |
| 9 | 3 | 1987207. | 36407368. | 1705599. |
| 9 | 4 | 262768. | 4814142. | 225531. |
| 9 | 5 | 740641. | 13569173. | 635684. |
| SUM | | 25671296.470318560. | 22033398. | |
| (TONS) | | 28.27 | 517.97 | 24.27 |

EMISSIONS IN GRAMS PER DAY

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FACILITY | | | |
|----------|------|---------------------|------------|
| | TYPE | VOC | CO |
| | | | NOx |
| 1 | | 4784110. | 87648920. |
| 2 | | 9062335. | 166029952. |
| 3 | | 2274561. | 41671984. |
| 4 | | 3125179. | 57255884. |
| 5 | | 1575154. | 28858154. |
| 6 | | 570853. | 10458530. |
| 7 | | 808788. | 14817698. |
| 8 | | 479693. | 8788384. |
| 9 | | 2990617. | 54790672. |
| SUM | | 25671296.470318560. | 22033398. |
| (TONS) | | 28.27 | 517.97 |
| | | | 24.27 |

| AREA | | | |
|------|------|-----------|------------|
| | TYPE | VOC | CO |
| | | | NOx |
| 1 | | 616444. | 11293791. |
| 2 | | 79539. | 1457232. |
| 3 | | 14391678. | 263667760. |
| | | | 12352200. |

| | | |
|--------|---------------------|-----------|
| 4 | 8683074.159081472. | 7452584. |
| 5 | 1900580.34820256. | 1631246. |
| SUM | 25671296.470318560. | 22033398. |
| (TONS) | 28.27 | 517.97 |
| | | 24.27 |

| NUMBER LANES | VOC | CO | NOx |
|-----------------|---------------------|-----------|-------|
| 1 | 5248284. 96152912. | 4504562. | |
| 2 | 7813181.143144432. | 6705974. | |
| 3 | 7704917.141160848. | 6613050. | |
| 4 | 2855324. 52312068. | 2450694. | |
| 5 | 1701366. 31170486. | 1460264. | |
| 6 | 343324. 6289992. | 294671. | |
| 7 | 4889. 89565. | 4196. | |
| SUM | 25671296.470318560. | 22033398. | |
| (TONS) | 28.27 | 517.97 | 24.27 |

DAILY VEHICLE MILES

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VMT - GEOGRAPHIC LOCATION NO 1:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|---------|-----------|-----------|----------|-----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 467038. | 120946. | 6889883. | 4878636. | 339588. | 12696091. |
| 2 | 282787. | 16976. | 12044341. | 11064454. | 741982. | 24150538. |
| 3 | 133256. | 3212. | 3381164. | 1733294. | 714230. | 5965158. |
| 4 | 139871. | 12605. | 5493488. | 1829416. | 784791. | 8260172. |
| 5 | 61455. | 4934. | 2286096. | 1448674. | 407548. | 4208707. |
| 6 | 386749. | 11009. | 438887. | 656819. | 0. | 1493465. |
| 7 | 159778. | 42990. | 1090540. | 756551. | 77322. | 2127182. |
| 8 | 0. | 0. | 1249937. | 32664. | 0. | 1282601. |
| 9 | 0. | 0. | 4909077. | 699602. | 1980323. | 7589002. |

GL TOTAL 1630936. 212672. 37783388. 23100068. 5045786. 67772848.

DAILY VMT - GEOGRAPHIC LOCATION NO 2:

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|----|----|----|----|-------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 0. | 0. | 0. |
| 3 | 0. | 0. | 0. | 0. | 0. | 0. |
| 4 | 0. | 0. | 0. | 0. | 0. | 0. |

| | | | | | | |
|----------|----|----|----|----|----|----|
| 5 | 0. | 0. | 0. | 0. | 0. | 0. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 0. | 0. | 0. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 0. | 0. | 0. | 0. |

DAILY VMT - GEOGRAPHIC LOCATION NO 3:

INFO all reported values have been adjusted by EMISFAC = 0.9991

----- AREA TYPES -----

| FT | 1 | 2 | 3 | 4 | 5 | TOTAL |
|----------|--------|----|---------|---------|--------|---------|
| 1 | 0. | 0. | 95639. | 0. | 0. | 95639. |
| 2 | 0. | 0. | 1563. | 78802. | 0. | 80366. |
| 3 | 0. | 0. | 84426. | 0. | 32134. | 116560. |
| 4 | 0. | 0. | 66174. | 25925. | 3825. | 95924. |
| 5 | 0. | 0. | 2912. | 0. | 22. | 2934. |
| 6 | 17311. | 0. | 15571. | 0. | 0. | 32882. |
| 7 | 0. | 0. | 26398. | 8957. | 0. | 35354. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 404316. | 2988. | 0. | 407304. |
| GL TOTAL | 17311. | 0. | 696999. | 116671. | 35980. | 866962. |

DAILY VEHICLE MILES

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

----- AREA TYPES -----

| FT | 1 | 2 | 3 | 4 | 5 | TOTAL |
|-------|----------|---------|-----------|-----------|----------|-----------|
| 1 | 467038. | 120946. | 6985522. | 4878636. | 339588. | 12791730. |
| 2 | 282787. | 16976. | 12045905. | 11143254. | 741982. | 24230902. |
| 3 | 133256. | 3212. | 3465591. | 1733294. | 746363. | 6081718. |
| 4 | 139871. | 12605. | 5559662. | 1855341. | 788616. | 8356096. |
| 5 | 61455. | 4934. | 2289009. | 1448674. | 407569. | 4211642. |
| 6 | 404060. | 11009. | 454458. | 656819. | 0. | 1526346. |
| 7 | 159778. | 42990. | 1116938. | 765508. | 77322. | 2162536. |
| 8 | 0. | 0. | 1249937. | 32664. | 0. | 1282601. |
| 9 | 0. | 0. | 5313394. | 702589. | 1980323. | 7996306. |
| TOTAL | 1648247. | 212672. | 38480396. | 23216740. | 5081766. | 68639824. |

DAILY VMT
FACILITY
TYPE

| | |
|---|-----------|
| 1 | 12791734. |
| 2 | 24230836. |

| | |
|---|----------|
| 3 | 6081720. |
| 4 | 8356096. |
| 5 | 4211640. |
| 6 | 1526347. |
| 7 | 2162536. |
| 8 | 1282601. |
| 9 | 7996303. |

TOTAL 68639656.

DAILY VMT
AREA
TYPE

| | |
|---|-----------|
| 1 | 1648247. |
| 2 | 212672. |
| 3 | 38480396. |
| 4 | 23216740. |
| 5 | 5081766. |

TOTAL 68639656.

DAILY VMT
NUMBER
LANES

| | |
|---|-----------|
| 1 | 14032892. |
| 2 | 20890824. |
| 3 | 20601376. |
| 4 | 7634566. |
| 5 | 4549106. |
| 6 | 917979. |
| 7 | 13071. |

TOTAL 68639656.

DAILY VEHICLE HOURS

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VHT - GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | | TOTAL |
|----|------------|-------|---------|---------|---------|----------|
| | 1 | 2 | 3 | 4 | 5 | |
| 1 | 19430. | 3519. | 479327. | 216322. | 166793. | 885390. |
| 2 | 24629. | 616. | 748687. | 815146. | 23783. | 1612861. |
| 3 | 9842. | 161. | 208926. | 126465. | 17001. | 362395. |
| 4 | 10452. | 1293. | 320601. | 122499. | 25402. | 480247. |
| 5 | 6090. | 395. | 136329. | 94804. | 10614. | 248232. |
| 6 | 34870. | 807. | 24149. | 46176. | 0. | 106002. |

| | | | | | | |
|---|--------|-------|---------|--------|--------|---------|
| 7 | 12198. | 1735. | 82440. | 49398. | 3093. | 148865. |
| 8 | 0. | 0. | 40976. | 1090. | 0. | 42066. |
| 9 | 0. | 0. | 212536. | 25302. | 47124. | 284961. |

| | | | | | | |
|------------------------------------|---------|-------|----------|----------|---------|----------|
| GL TOTAL | 117511. | 8526. | 2253963. | 1497200. | 293810. | 4171010. |
| ----- | | | | | | ----- |
| DAILY VHT - GEOGRAPHIC LOCATION NO | | | | | | 2 |

INFO all reported values have been adjusted by EMISFAC = 0.9991

| ----- AREA TYPES ----- | | | | | | |
|------------------------------------|----|----|----|----|----|-------|
| FT | 1 | 2 | 3 | 4 | 5 | TOTAL |
| 1 | 0. | 0. | 0. | 0. | 0. | 0. |
| 2 | 0. | 0. | 0. | 0. | 0. | 0. |
| 3 | 0. | 0. | 0. | 0. | 0. | 0. |
| 4 | 0. | 0. | 0. | 0. | 0. | 0. |
| 5 | 0. | 0. | 0. | 0. | 0. | 0. |
| 6 | 0. | 0. | 0. | 0. | 0. | 0. |
| 7 | 0. | 0. | 0. | 0. | 0. | 0. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 0. | 0. | 0. | 0. |
| GL TOTAL | 0. | 0. | 0. | 0. | 0. | 0. |
| ----- | | | | | | ----- |
| DAILY VHT - GEOGRAPHIC LOCATION NO | | | | | | 3 |

INFO all reported values have been adjusted by EMISFAC = 0.9991

| ----- AREA TYPES ----- | | | | | | |
|------------------------|-------|----|--------|-------|------|--------|
| FT | 1 | 2 | 3 | 4 | 5 | TOTAL |
| 1 | 0. | 0. | 2203. | 0. | 0. | 2203. |
| 2 | 0. | 0. | 39. | 3397. | 0. | 3436. |
| 3 | 0. | 0. | 6263. | 0. | 857. | 7120. |
| 4 | 0. | 0. | 3047. | 1472. | 100. | 4619. |
| 5 | 0. | 0. | 181. | 0. | 1. | 182. |
| 6 | 1341. | 0. | 422. | 0. | 0. | 1763. |
| 7 | 0. | 0. | 1600. | 308. | 0. | 1908. |
| 8 | 0. | 0. | 0. | 0. | 0. | 0. |
| 9 | 0. | 0. | 22440. | 124. | 0. | 22564. |
| GL TOTAL | 1341. | 0. | 36195. | 5301. | 958. | 43795. |

DAILY VEHICLE HOURS

INFO all reported values have been adjusted by EMISFAC = 0.9991

DAILY VHT - ALL GEOGRAPHIC LOCATIONS

----- AREA TYPES -----

| FT | 1 | 2 | 3 | 4 | 5 | TOTAL |
|-------|---------|-------|----------|----------|---------|----------|
| 1 | 19430. | 3519. | 481530. | 216322. | 166793. | 887593. |
| 2 | 24629. | 616. | 748726. | 818543. | 23783. | 1616297. |
| 3 | 9842. | 161. | 215189. | 126465. | 17858. | 369515. |
| 4 | 10452. | 1293. | 323648. | 123971. | 25502. | 484866. |
| 5 | 6090. | 395. | 136510. | 94804. | 10614. | 248414. |
| 6 | 36211. | 807. | 24571. | 46176. | 0. | 107765. |
| 7 | 12198. | 1735. | 84040. | 49706. | 3093. | 150772. |
| 8 | 0. | 0. | 40976. | 1090. | 0. | 42066. |
| 9 | 0. | 0. | 234976. | 25426. | 47124. | 307526. |
| TOTAL | 118852. | 8526. | 2290157. | 1502501. | 294768. | 4214804. |

DAILY VHT
FACILITY
TYPE

| | |
|---|----------|
| 1 | 887593. |
| 2 | 1616296. |
| 3 | 369515. |
| 4 | 484866. |
| 5 | 248414. |
| 6 | 107765. |
| 7 | 150772. |
| 8 | 42066. |
| 9 | 307526. |

TOTAL 4214812.

DAILY VHT
AREA
TYPE

| | |
|---|----------|
| 1 | 118852. |
| 2 | 8526. |
| 3 | 2290157. |
| 4 | 1502501. |
| 5 | 294768. |

TOTAL 4214812.

DAILY VHT
NUMBER
LANES

1 933631.
 2 1214945.
 3 1194763.
 4 673982.
 5 133059.
 6 44851.
 7 19585.

TOTAL 4214812.

AVERAGE CONGESTED SPEED (mph)

INFO all reported values have been adjusted by EMISFAC = 0.9991

- - - - -
 AVERAGE SPEED - GEOGRAPHIC LOCATION NO 1

INFO all reported values have been adjusted by EMISFAC = 0.9991

----- AREA TYPES -----

| FT | 1 | 2 | 3 | 4 | 5 |
|----------|-------|-------|-------|-------|-------|
| 1 | 24.04 | 34.37 | 14.37 | 22.55 | 2.04 |
| 2 | 11.48 | 27.55 | 16.09 | 13.57 | 31.20 |
| 3 | 13.54 | 19.92 | 16.18 | 13.71 | 42.01 |
| 4 | 13.38 | 9.75 | 17.13 | 14.93 | 30.90 |
| 5 | 10.09 | 12.50 | 16.77 | 15.28 | 38.40 |
| 6 | 11.09 | 13.64 | 18.17 | 14.22 | 0.00 |
| 7 | 13.10 | 24.77 | 13.23 | 15.32 | 25.00 |
| 8 | 0.00 | 0.00 | 30.50 | 29.95 | 0.00 |
| 9 | 0.00 | 0.00 | 23.10 | 27.65 | 42.02 |
| GL TOTAL | 13.88 | 24.94 | 16.76 | 15.43 | 17.17 |

- - - - -
 AVERAGE SPEED - GEOGRAPHIC LOCATION NO 2

INFO all reported values have been adjusted by EMISFAC = 0.9991

----- AREA TYPES -----

| FT | 1 | 2 | 3 | 4 | 5 |
|----------|------|------|------|------|------|
| 1 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 7 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| GL TOTAL | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

- - - - -
 AVERAGE SPEED - GEOGRAPHIC LOCATION NO 3

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | |
|----------|------------|------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 0.00 | 0.00 | 43.41 | 0.00 | 0.00 |
| 2 | 0.00 | 0.00 | 40.61 | 23.20 | 0.00 |
| 3 | 0.00 | 0.00 | 13.48 | 0.00 | 37.50 |
| 4 | 0.00 | 0.00 | 21.72 | 17.62 | 38.10 |
| 5 | 0.00 | 0.00 | 16.07 | 0.00 | 25.00 |
| 6 | 12.91 | 0.00 | 36.87 | 0.00 | 0.00 |
| 7 | 0.00 | 0.00 | 16.50 | 29.09 | 0.00 |
| 8 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 | 0.00 | 0.00 | 18.02 | 24.00 | 0.00 |
| GL TOTAL | 12.91 | 0.00 | 19.26 | 22.01 | 37.55 |

AVERAGE CONGESTED SPEED (mph)

INFO all reported values have been adjusted by EMISFAC = 0.9991

| FT | AREA TYPES | | | | |
|-------|------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 | 24.04 | 34.37 | 14.51 | 22.55 | 2.04 |
| 2 | 11.48 | 27.55 | 16.09 | 13.61 | 31.20 |
| 3 | 13.54 | 19.92 | 16.10 | 13.71 | 41.79 |
| 4 | 13.38 | 9.75 | 17.18 | 14.97 | 30.92 |
| 5 | 10.09 | 12.50 | 16.77 | 15.28 | 38.40 |
| 6 | 11.16 | 13.64 | 18.50 | 14.22 | 0.00 |
| 7 | 13.10 | 24.77 | 13.29 | 15.40 | 25.00 |
| 8 | 0.00 | 0.00 | 30.50 | 29.95 | 0.00 |
| 9 | 0.00 | 0.00 | 22.61 | 27.63 | 42.02 |
| TOTAL | 13.87 | 24.94 | 16.80 | 15.45 | 17.24 |

AVERAGE SPEED
FACILITY
TYPE

| | |
|-------|-------|
| 1 | 14.41 |
| 2 | 14.99 |
| 3 | 16.46 |
| 4 | 17.23 |
| 5 | 16.95 |
| 6 | 14.16 |
| 7 | 14.34 |
| 8 | 30.49 |
| 9 | 26.00 |
| TOTAL | 16.29 |

AVERAGE SPEED

AREA

TYPE

| | |
|-------|-------|
| 1 | 13.87 |
| 2 | 24.94 |
| 3 | 16.80 |
| 4 | 15.45 |
| 5 | 17.24 |
| TOTAL | 16.29 |

AVERAGE SPEED

NUMBER

LANES

| | |
|-------|-------|
| 1 | 15.03 |
| 2 | 17.19 |
| 3 | 17.24 |
| 4 | 11.33 |
| 5 | 34.19 |
| 6 | 20.47 |
| 7 | 0.67 |
| TOTAL | 16.29 |

□

YEAR 2030 HEVAL.OUT

FLORIDA D.O.T.
PAGE NO. 1
FSUTMS
DATE 14DEC04
VER 5.50
TIME 18:37:54

miami

HIGHWAY ASSIGNMENT

"HELABELS.SYN" CONTENTS:

| | | | | |
|-------------|---|---|---------|-----------------|
| LABEL FT 11 | 1 | 1 | FREEWAY | FREEWAY |
| LABEL FT 12 | 1 | 1 | | |
| LABEL FT 15 | 1 | 1 | | |
| LABEL FT 16 | 1 | 1 | | |
| LABEL FT 17 | 1 | 1 | | |
| LABEL FT 21 | 2 | 2 | D. ART | DIV. ARTERIAL |
| LABEL FT 22 | 2 | 2 | | |
| LABEL FT 23 | 2 | 2 | | |
| LABEL FT 24 | 2 | 2 | | |
| LABEL FT 25 | 2 | 2 | | |
| LABEL FT 31 | 3 | 3 | U. ART | UNDIV. ARTERIAL |
| LABEL FT 32 | 3 | 3 | | |
| LABEL FT 33 | 3 | 3 | | |
| LABEL FT 34 | 3 | 3 | | |
| LABEL FT 35 | 3 | 3 | | |
| LABEL FT 36 | 3 | 3 | | |
| LABEL FT 37 | 3 | 3 | | |
| LABEL FT 38 | 3 | 3 | | |
| LABEL FT 41 | 4 | 4 | COLLCTR | COLLECTOR |
| LABEL FT 42 | 4 | 4 | | |
| LABEL FT 43 | 4 | 4 | | |
| LABEL FT 44 | 4 | 4 | | |
| LABEL FT 45 | 4 | 4 | | |
| LABEL FT 46 | 4 | 4 | | |
| LABEL FT 47 | 4 | 4 | | |
| LABEL FT 48 | 4 | 4 | | |
| LABEL FT 51 | 5 | 5 | LOCAL | CENTROID CONN. |
| LABEL FT 52 | 5 | 5 | | |
| LABEL FT 61 | 6 | 6 | 1 WAY | ONE WAY |
| LABEL FT 62 | 6 | 6 | | |
| LABEL FT 63 | 6 | 6 | | |
| LABEL FT 64 | 6 | 6 | | |
| LABEL FT 65 | 6 | 6 | | |
| LABEL FT 66 | 6 | 6 | | |
| LABEL FT 67 | 6 | 6 | | |
| LABEL FT 68 | 6 | 6 | | |
| LABEL FT 71 | 7 | 7 | RAMP | RAMPS |
| LABEL FT 72 | 7 | 7 | | |
| LABEL FT 73 | 7 | 7 | | |
| LABEL FT 74 | 7 | 7 | | |
| LABEL FT 75 | 7 | 7 | | |
| LABEL FT 76 | 7 | 7 | | |
| LABEL FT 77 | 7 | 7 | | |
| LABEL FT 78 | 7 | 7 | | |
| LABEL FT 79 | 7 | 7 | | |
| LABEL FT 81 | 8 | 8 | HOV | HOV |
| LABEL FT 82 | 8 | 8 | | |
| LABEL FT 83 | 8 | 8 | | |
| LABEL FT 84 | 8 | 8 | | |

"HELABELS.SYN" CONTENTS:

| | | | | | | | | | | |
|-------|----|----|---|---|--------|--|-------------|--|--|--|
| LABEL | FT | 85 | 8 | 8 | | | | | | |
| LABEL | FT | 86 | 8 | 8 | | | | | | |
| LABEL | FT | 87 | 8 | 8 | | | | | | |
| LABEL | FT | 88 | 8 | 8 | | | | | | |
| LABEL | FT | 89 | 8 | 8 | | | | | | |
| LABEL | FT | 91 | 9 | 9 | TOLL | | TOLL | | | |
| LABEL | FT | 92 | 9 | 9 | | | | | | |
| LABEL | FT | 93 | 9 | 9 | | | | | | |
| LABEL | FT | 94 | 9 | 9 | | | | | | |
| LABEL | FT | 95 | 9 | 9 | | | | | | |
| LABEL | FT | 96 | 9 | 9 | | | | | | |
| LABEL | FT | 97 | 9 | 9 | | | | | | |
| LABEL | FT | 98 | 9 | 9 | | | | | | |
| LABEL | FT | 99 | 9 | 9 | | | | | | |
| LABEL | AT | 11 | 1 | 1 | CBD | | CBD | | | |
| LABEL | AT | 12 | 1 | 1 | | | | | | |
| LABEL | AT | 13 | 1 | 1 | | | | | | |
| LABEL | AT | 14 | 1 | 1 | | | | | | |
| LABEL | AT | 21 | 2 | 2 | FRINGE | | FRINGE | | | |
| LABEL | AT | 31 | 3 | 3 | RESID. | | RESIDENTIAL | | | |
| LABEL | AT | 32 | 3 | 3 | | | | | | |
| LABEL | AT | 33 | 3 | 3 | | | | | | |
| LABEL | AT | 34 | 3 | 3 | | | | | | |
| LABEL | AT | 41 | 4 | 4 | OBD | | OBD | | | |
| LABEL | AT | 42 | 4 | 4 | | | | | | |
| LABEL | AT | 43 | 4 | 4 | | | | | | |
| LABEL | AT | 44 | 4 | 4 | | | | | | |
| LABEL | AT | 51 | 5 | 5 | RURAL | | RURAL | | | |
| LABEL | AT | 52 | 5 | 5 | | | | | | |

FACILITY TYPES SELECTED:**FACILITY TYPES SKIPPED:**

| | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | | |

AREA TYPES SELECTED:

AREA TYPES SKIPPED:

| | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | |

```
***** * ***** * ***** * ***** * ***** * ***** * ***** * *** * *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
***** * ***** * ***** * ***** *   *   *   *   *   *   *   *   *   *   *
```

HEVAL MODULE (D5520931.DRIVER.SETUP.FORT(HEVAL))

A GENERAL PURPOSE HIGHWAY EVALUATION PROGRAM DESIGNED TO PROVIDE THE TRANSPORTATION PLANNER WITH A TOOL TO EVALUATE A HIGHWAY ASSIGNMENT. THE PROGRAM OPERATES IN TWO MODES. ONE MODE ALLOWS THE USER TO PRINT A VARIETY OF REPORTS DESIGNED TO ASSIST IN THE TASK OF MODEL VALIDATION. THIS MODE IS REFERRED TO INTERNALLY AS VALIDATION AND IS SET BY THE USER WITH A STATEMENT - "VALIDATE=T" THE OTHER MODE IS AS AN ASSIGNMENT ANALYSIS TOOL. THIS MODE IS GENERALLY USED FOR ASSIGNMENTS TO FUTURE YEAR NETWORKS. THIS MODE IS SET BY THE USER WITH A STATEMENT "ANALYSIS=T".

INPUT DATA FOR THIS RUN:

USES HRLDXY FILE AS DATA SOURCE
RATES=1979 UROAD AND CUTS RATES

OUTPUT DATA SETS FOR THIS RUN:

PRINTOUT ONLY

DATE AND TIME OF THIS RUN:

14DEC04 (DDMMYY) 18:37:54 (HH.MM.SS)

TYPE OF RUN:

ANALYSIS

```
***   ****   ****   *   *   *   *   ****   *****   *****   ***   *   *   ***
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*****   ***   ***   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *   *
*   *   ****   ****   ***   *   *   *   *   *   *   *   *   *   *   *   *   *
```

FACILITY AND AREA TYPES AS DEFINED IN THE HNET MODULE:

FACILITY TYPE 1 - FREEWAYS
 FACILITY TYPE 2 - EXPRESSWAYS AND DIVIDED ARTERIALS
 FACILITY TYPE 3 - UNDIVIDED ARTERIALS
 FACILITY TYPE 4 - COLLECTORS
 FACILITY TYPE 5 - LOCALS (CENTROID CONNECTORS) - NOT INCLUDED
 FACILITY TYPE 6 - ONE WAYS
 FACILITY TYPE 8 - HOV LINKS
 FACILITY TYPE 9 - TOLL RAMPS

AREA TYPE 1 - CBD
 AREA TYPE 2 - FRINGE
 AREA TYPE 3 - RESIDENTIAL
 AREA TYPE 4 - OBD
 AREA TYPE 5 - RURAL

LANE VALUES REPORTED ARE TRUE LANE VALUES.

THE FOLLOWING RATES ARE USED IN THE VARIOUS CALCULATIONS:

ACCIDENT RATES: FREEWAYS - 1.060 PER MILLION VEHICLE MILES
 ARTERIALS - 5.830 PER MILLION VEHICLE MILES
 LOCALS - 8.630 PER MILLION VEHICLE MILES

INJURY RATES : FREEWAYS - 0.730 PER MILLION VEHICLE MILES
 ARTERIALS - 3.850 PER MILLION VEHICLE MILES
 LOCALS - 3.490 PER MILLION VEHICLE MILES

FATALITY RATES: FREEWAYS - 0.009 PER MILLION VEHICLE MILES
 ARTERIALS - 0.019 PER MILLION VEHICLE MILES
 LOCALS - 0.018 PER MILLION VEHICLE MILES

| | | | | | | | | | | | | | |
|-------|-------|-------|------|-----|---|---|-------|-------|-------|-------|-----|----|-----|
| *** | ***** | ***** | * | * | * | * | ***** | ***** | ***** | *** | * | * | *** |
| * | * | * | * | * | * | * | ** | ** | * | * | * | ** | * |
| ***** | *** | *** | * | * | * | * | ** | ** | * | * | * | ** | *** |
| * | * | * | * | * | * | * | * | * | * | * | * | ** | * |
| * | * | **** | **** | *** | * | * | * | * | * | ***** | *** | * | *** |

| CARBON MONOXIDE EMISSIONS (GRAMS PER VEHICLE MILE) | | | | | | | | | | | | | |
|--|--------|--------------|--------|--------------|--------|--------------|--------|--------------|-------|--------------|-------|--------------|-------|
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| 3 SPEED | 3 FT 1 | 3 FT 2 | 3 FT 3 | 3 FT 4 | 3 FT 5 | 3 FT 6 | 3 FT 7 | 3 | 3 | 3 | 3 | 3 | 3 |
| FT 8 | FT 9 | | | | | | | | | | | | |
| 3 LT 20 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 | 37.73 |
| 37.73 | 37.73 | | | | | | | | | | | | |
| 3 20 - 25 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 | 27.77 |
| 27.77 | 27.77 | | | | | | | | | | | | |
| 3 25 - 30 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 | 21.82 |
| 21.82 | 21.82 | | | | | | | | | | | | |
| 3 30 - 35 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 | 17.72 |
| 17.72 | 17.72 | | | | | | | | | | | | |
| 3 35 - 40 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 | 14.74 |
| 14.74 | 14.74 | | | | | | | | | | | | |
| 3 40 - 45 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 | 12.49 |
| 12.49 | 12.49 | | | | | | | | | | | | |
| 3 45 - 50 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 | 10.76 |
| 10.76 | 10.76 | | | | | | | | | | | | |
| 3 50 - 55 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 | 10.64 |
| 10.64 | 10.64 | | | | | | | | | | | | |
| 3 55 - 60 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 | 12.84 |
| 12.84 | 12.84 | | | | | | | | | | | | |
| 3 GE 60 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 | 17.23 |
| 17.23 | 17.23 | | | | | | | | | | | | |

| HYDROCARBON EMISSIONS (GRAMS PER VEHICLE MILES) | | | | | | | | | | | | | |
|---|--------|--------------|--------|--------------|--------|--------------|--------|--------------|------|--------------|------|--------------|------|
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | | -----+-----+ | |
| 3 SPEED | 3 FT 1 | 3 FT 2 | 3 FT 3 | 3 FT 4 | 3 FT 5 | 3 FT 6 | 3 FT 7 | 3 | 3 | 3 | 3 | 3 | 3 |
| FT 8 | FT 9 | | | | | | | | | | | | |
| 3 LT 20 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 | 2.30 |
| 2.30 | 2.30 | | | | | | | | | | | | |
| 3 20 - 25 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 | 1.73 |
| 1.73 | 1.73 | | | | | | | | | | | | |
| 3 25 - 30 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 | 1.47 |
| 1.47 | 1.47 | | | | | | | | | | | | |
| 3 30 - 35 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 | 1.29 |
| 1.29 | 1.29 | | | | | | | | | | | | |
| 3 35 - 40 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 | 1.16 |
| 1.16 | 1.16 | | | | | | | | | | | | |

| | | | | | | | | | | | |
|--|----|----|------|--------------|------|------|------|------|------|------|------|
| ³ | 40 | - | 45 | ³ | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 | 1.05 |
| 1.05 | | | 1.05 | ³ | | | | | | | |
| ³ | 45 | - | 50 | ³ | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| 0.97 | | | 0.97 | ³ | | | | | | | |
| ³ | 50 | - | 55 | ³ | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| 0.95 | | | 0.95 | ³ | | | | | | | |
| ³ | 55 | - | 60 | ³ | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| 0.98 | | | 0.98 | ³ | | | | | | | |
| ³ | GE | 60 | | ³ | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 | 1.07 |
| 1.07 | | | 1.07 | ³ | | | | | | | |
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | |
| -----+-----+ | | | | | | | | | | | |

| OXIDES OF NITROGEN EMISSIONS (GRAMS PER VEHICLE MILE) | | | | | | | | | | | | | | | | |
|--|----|-----------------|--------------|-----------------|--------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|--------------|
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | | | | |
| ³ SPEED | | ³ FT | 1 | ³ FT | 2 | ³ FT | 3 | ³ FT | 4 | ³ FT | 5 | ³ FT | 6 | ³ FT | 7 | ³ |
| FT | 8 | ³ FT | 9 | ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ |
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | | | | |
| ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ | | ³ |
| ³ | LT | 20 | ³ | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 |
| 1.99 | | | ³ | 1.99 | ³ | | | | | | | | | | | |
| ³ | 20 | - | 25 | ³ | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 |
| 1.89 | | | 1.89 | ³ | | | | | | | | | | | | |
| ³ | 25 | - | 30 | ³ | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 | 1.88 |
| 1.88 | | | 1.88 | ³ | | | | | | | | | | | | |
| ³ | 30 | - | 35 | ³ | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 | 1.89 |
| 1.89 | | | 1.89 | ³ | | | | | | | | | | | | |
| ³ | 35 | - | 40 | ³ | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 | 1.91 |
| 1.91 | | | 1.91 | ³ | | | | | | | | | | | | |
| ³ | 40 | - | 45 | ³ | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 | 1.94 |
| 1.94 | | | 1.94 | ³ | | | | | | | | | | | | |
| ³ | 45 | - | 50 | ³ | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 | 1.99 |
| 1.99 | | | 1.99 | ³ | | | | | | | | | | | | |
| ³ | 50 | - | 55 | ³ | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 |
| 2.25 | | | 2.25 | ³ | | | | | | | | | | | | |
| ³ | 55 | - | 60 | ³ | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 | 2.56 |
| 2.56 | | | 2.56 | ³ | | | | | | | | | | | | |
| ³ | GE | 60 | ³ | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 | 2.92 |
| 2.92 | | | 2.92 | ³ | | | | | | | | | | | | |
| -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | | | | |
| -----+-----+ | | | | | | | | | | | | | | | | |

FUEL USE (GALLONS PER MILE)

| SPEED | | FT 1 | FT 2 | FT 3 | FT 4 | FT 5 | FT 6 | FT 7 |
|---------|------|------|------|------|------|------|------|------|
| FT 8 | FT 9 | | | | | | | |
| LT 20 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 20 - 25 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 25 - 30 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 30 - 35 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 35 - 40 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 40 - 45 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 45 - 50 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 50 - 55 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 55 - 60 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| 60 - 65 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |
| GE 65 | | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| 0.06 | 0.06 | | | | | | | |

EVAL USES CONSTRUCTION CODES TO CALCULATE NEW AND IMPROVED LANE MILES AND CONSTRUCTION COSTS. THE CODE DEFINITIONS ARE:

CODE

- 1 - ADD 2 LANES, FT REMAINS SAME (ONE WAY - ADD 1 LANE)
 - 2 - ADD 4 LANES, FT REMAINS SAME (ONE WAY - ADD 2 LANES)
 - 3 - ADD 6 LANES, FT REMAINS SAME (ONE WAY - ADD 3 LANES)
 - 4 - ADD 2 LANES, UPGRADE FT BY 1
 - 5 - ADD 2 LANES, UPGRADE FT BY 2
 - 6 - ADD 4 LANES, UPGRADE FT BY 1
 - 7 - NEW CONSTRUCTION - 2 LANES (ONE WAY - 1 LANE)
 - 8 - NEW CONSTRUCTION - 4 LANES (ONE WAY - 2 LANES)
 - 9 - NEW CONSTRUCTION - 6 LANES (ONE WAY - 3 LANES)
 - 0 - NO NEW CONSTRUCTION

CONSTRUCTION COST : THOUSAND DOLLARS PER MILE

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------------|--------------|-------------|----------------|---------------|---------------|----------------|
| FREEWAY | 6.14 | 1.68 | 92.72 | 56.07 | 2.03 | 158.64 |
| D. ART | 6.45 | 0.47 | 286.67 | 218.48 | 25.19 | 537.26 |
| U. ART | 5.94 | 0.20 | 157.37 | 50.63 | 57.48 | 271.62 |
| COLLCTR | 7.40 | 0.85 | 363.85 | 89.36 | 139.58 | 601.04 |
| 1 WAY | 23.44 | 1.18 | 24.40 | 34.36 | 0.00 | 83.38 |
| RAMP | 7.00 | 1.89 | 60.17 | 38.22 | 3.62 | 110.90 |
| HOV | 0.00 | 0.00 | 83.93 | 3.28 | 0.00 | 87.21 |
| TOLL | 0.00 | 0.00 | 111.23 | 17.74 | 38.66 | 167.63 |
| Totals | 56.37 | 6.27 | 1180.34 | 508.14 | 266.56 | 2017.68 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL LANE MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|---------|---------|--------|---------|
| FREEWAY | 21.36 | 5.72 | 329.20 | 209.26 | 10.40 | 575.94 |
| D. ART | 28.29 | 2.32 | 1318.37 | 1086.06 | 102.48 | 2537.52 |
| U. ART | 17.31 | 0.40 | 401.32 | 177.97 | 162.92 | 759.92 |
| COLLCTR | 20.89 | 1.70 | 942.15 | 277.12 | 311.48 | 1553.34 |
| 1 WAY | 52.83 | 2.53 | 59.65 | 87.52 | 0.00 | 202.53 |
| RAMP | 10.27 | 3.06 | 88.24 | 56.02 | 6.75 | 164.34 |
| HOV | 0.00 | 0.00 | 103.85 | 3.28 | 0.00 | 107.13 |
| TOLL | 0.00 | 0.00 | 345.33 | 39.96 | 143.49 | 528.78 |
| Totals | 150.95 | 15.73 | 3588.11 | 1937.19 | 737.52 | 6429.50 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL DIRECTIONAL SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|--------|--------|---------|
| FREEWAY | 6.14 | 1.68 | 97.13 | 56.07 | 2.60 | 163.62 |
| D. ART | 12.90 | 0.94 | 573.34 | 436.96 | 50.38 | 1074.52 |
| U. ART | 11.86 | 0.40 | 314.74 | 101.26 | 114.96 | 543.22 |
| COLLCTR | 14.80 | 1.70 | 727.70 | 178.33 | 279.16 | 1201.69 |
| 1 WAY | 23.44 | 1.18 | 24.40 | 34.36 | 0.00 | 83.38 |
| RAMP | 7.00 | 1.89 | 61.89 | 38.48 | 3.62 | 112.88 |
| HOV | 0.00 | 0.00 | 83.93 | 3.28 | 0.00 | 87.21 |
| TOLL | 0.00 | 0.00 | 111.64 | 17.74 | 38.66 | 168.04 |
| Totals | 76.14 | 7.79 | 1994.77 | 866.48 | 489.38 | 3434.56 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: AVERAGE LINK LENGTH USING SYSTEM MILES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.16 | 0.13 | 0.31 | 0.31 | 0.41 | 0.30 |
| D. ART | 0.11 | 0.09 | 0.25 | 0.20 | 0.42 | 0.22 |
| U. ART | 0.10 | 0.10 | 0.27 | 0.20 | 0.69 | 0.28 |
| COLLCTR | 0.09 | 0.08 | 0.26 | 0.22 | 0.48 | 0.27 |
| 1 WAY | 0.08 | 0.07 | 0.22 | 0.22 | 0.00 | 0.14 |
| RAMP | 0.10 | 0.09 | 0.12 | 0.09 | 0.11 | 0.11 |
| HOV | 0.00 | 0.00 | 0.21 | 0.15 | 0.00 | 0.21 |
| TOLL | 0.00 | 0.00 | 0.23 | 0.24 | 0.45 | 0.26 |
| Totals | 0.09 | 0.09 | 0.24 | 0.19 | 0.48 | 0.23 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL VMT USING VOLUMES ON LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 467468 | 121057 | 6991955 | 4883129 | 339901 | 12803509 |
| D. ART | 283047 | 16991 | 12056987 | 11153513 | 742666 | 24253202 |
| U. ART | 133379 | 3215 | 3468784 | 1734891 | 747051 | 6087320 |
| COLLCTR | 140000 | 12617 | 5564775 | 1857051 | 789342 | 8363784 |
| 1 WAY | 404433 | 11019 | 454876 | 657424 | 0 | 1527752 |
| RAMP | 159925 | 43030 | 1117966 | 766213 | 77393 | 2164527 |
| HOV | 0 | 0 | 1251088 | 32694 | 0 | 1283782 |
| TOLL | 0 | 0 | 5318283 | 703236 | 1982147 | 8003666 |
| Totals | 1588252 | 207930 | 36224712 | 21788150 | 4678499 | 64487544 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL VMT USING CAPACITY

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 412177 | 110536 | 6138788 | 3917645 | 188443 | 10767588 |
| D. ART | 232592 | 20539 | 11729169 | 9297579 | 1305472 | 22585352 |
| U. ART | 130011 | 2574 | 3027722 | 1370558 | 2068346 | 6599211 |
| COLLCTR | 124403 | 9817 | 5649226 | 1704363 | 1962870 | 9450679 |
| 1 WAY | 438558 | 20371 | 532851 | 702977 | 0 | 1694757 |
| RAMP | 159426 | 47103 | 1340259 | 857680 | 83201 | 2487669 |
| HOV | 0 | 0 | 1987457 | 62814 | 0 | 2050271 |
| TOLL | 0 | 0 | 6338997 | 740464 | 2594574 | 9674035 |
| Totals | 1497168 | 210940 | 36744468 | 18654080 | 8202906 | 65309564 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: RATIO OF VOLUME OVER CAPACITY VMT

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 1.13 | 1.10 | 1.14 | 1.25 | 1.80 | 1.19 |
| D. ART | 1.22 | 0.83 | 1.03 | 1.20 | 0.57 | 1.07 |
| U. ART | 1.03 | 1.25 | 1.15 | 1.27 | 0.36 | 0.92 |
| COLLCTR | 1.13 | 1.29 | 0.99 | 1.09 | 0.40 | 0.88 |
| 1 WAY | 0.92 | 0.54 | 0.85 | 0.94 | 0.00 | 0.90 |
| RAMP | 1.00 | 0.91 | 0.83 | 0.89 | 0.93 | 0.87 |
| HOV | 0.00 | 0.00 | 0.63 | 0.52 | 0.00 | 0.63 |
| TOLL | 0.00 | 0.00 | 0.84 | 0.95 | 0.76 | 0.83 |
| Totals | 1.06 | 0.99 | 0.99 | 1.17 | 0.57 | 0.99 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL VHT USING VOLUMES ON LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|---------|---------|--------|---------|
| FREEWAY | 19448 | 3522 | 481975 | 216522 | 166947 | 888414 |
| D. ART | 24652 | 617 | 749418 | 819300 | 23805 | 1617793 |
| U. ART | 9851 | 161 | 215388 | 126582 | 17875 | 369857 |
| COLLCTR | 10461 | 1294 | 323948 | 124085 | 25526 | 485314 |
| 1 WAY | 36245 | 808 | 24594 | 46219 | 0 | 107865 |
| RAMP | 12209 | 1737 | 84117 | 49752 | 3096 | 150912 |
| HOV | 0 | 0 | 41014 | 1091 | 0 | 42105 |
| TOLL | 0 | 0 | 235193 | 25450 | 47168 | 307810 |
| Totals | 112866 | 8139 | 2155647 | 1409001 | 284417 | 3970069 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL VHT USING CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|---------|--------|---------|
| FREEWAY | 15495 | 3077 | 318244 | 157638 | 79013 | 573466 |
| D. ART | 18525 | 680 | 618640 | 600759 | 32343 | 1270947 |
| U. ART | 8691 | 125 | 160004 | 84131 | 46038 | 298989 |
| COLLCTR | 8355 | 842 | 268238 | 93586 | 54448 | 425468 |
| 1 WAY | 36815 | 1183 | 25782 | 42777 | 0 | 106557 |
| RAMP | 9179 | 1700 | 69329 | 43199 | 2525 | 125931 |
| HOV | 0 | 0 | 54143 | 1542 | 0 | 55685 |
| TOLL | 0 | 0 | 309099 | 26200 | 79836 | 415135 |
| Totals | 97059 | 7607 | 1823478 | 1049831 | 294204 | 3272178 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: RATIO OF VOLUME OVER CAPACITY VHT

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 1.26 | 1.14 | 1.51 | 1.37 | 2.11 | 1.55 |
| D. ART | 1.33 | 0.91 | 1.21 | 1.36 | 0.74 | 1.27 |
| U. ART | 1.13 | 1.29 | 1.35 | 1.50 | 0.39 | 1.24 |
| COLLCTR | 1.25 | 1.54 | 1.21 | 1.33 | 0.47 | 1.14 |
| 1 WAY | 0.98 | 0.68 | 0.95 | 1.08 | 0.00 | 1.01 |
| RAMP | 1.33 | 1.02 | 1.21 | 1.15 | 1.23 | 1.20 |
| HOV | 0.00 | 0.00 | 0.76 | 0.71 | 0.00 | 0.76 |
| TOLL | 0.00 | 0.00 | 0.76 | 0.97 | 0.59 | 0.74 |
| Totals | 1.16 | 1.07 | 1.18 | 1.34 | 0.97 | 1.21 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL VOLUME ON ALL LINKS WITH CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------------------------|----------|------------------|------------------|----------|
| FREEWAY | 3062121 | 973113 | 21496824 | 15331029 | 811137 | 41674220 |
| D. ART | 2734042 | 183453 | 50106828 | 58812592 | 1725251113562168 | |
| U. ART | 1356839 | 32077 | 13588242 | 9056541 | 1170234 | 25203934 |
| COLLCTR | 1604839 | 168628 | 22504076 | 8611781 | 2060441 | 34949764 |
| 1 WAY | 5000848 | 161907 | 1971020 | 3169168 | 0 | 10302943 |
| RAMP | 1477282 | 427492 | 8555157 | 7127801 | 520049 | 18107780 |
| HOV | 0 | 0 | 4533181 | 175159 | 0 | 4708340 |
| TOLL | 0 | 0 | 16181517 | 2384454 | 3492349 | 22058318 |
| Totals | 15235971 | 1946670138936848104668528 | | 9779460270567456 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL CAPACITIES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|------------------|----------|-------------------|------------------|----------|
| FREEWAY | 2643991 | 850477 | 19450564 | 12410507 | 434868 | 35790408 |
| D. ART | 2249046 | 211696 | 47126104 | 47587344 | 3124736100298928 | |
| U. ART | 1313236 | 25740 | 11318119 | 6935072 | 2565988 | 22158156 |
| COLLCTR | 1329649 | 127328 | 22234216 | 7650682 | 4355834 | 35697708 |
| 1 WAY | 5854834 | 283316 | 2378181 | 3133106 | 0 | 11649437 |
| RAMP | 1486527 | 439240 | 10272680 | 8551180 | 739560 | 21489188 |
| HOV | 0 | 0 | 8423573 | 418473 | 0 | 8842046 |
| TOLL | 0 | 0 | 20465662 | 2498449 | 5100603 | 28064716 |
| Totals | 14877283 | 1937797141669104 | 89184816 | 16321589263990592 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: RATIO OF VOLUME OVER CAPACITY

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 1.16 | 1.14 | 1.11 | 1.24 | 1.87 | 1.16 |
| D. ART | 1.22 | 0.87 | 1.06 | 1.24 | 0.55 | 1.13 |
| U. ART | 1.03 | 1.25 | 1.20 | 1.31 | 0.46 | 1.14 |
| COLLCTR | 1.21 | 1.32 | 1.01 | 1.13 | 0.47 | 0.98 |
| 1 WAY | 0.85 | 0.57 | 0.83 | 1.01 | 0.00 | 0.88 |
| RAMP | 0.99 | 0.97 | 0.83 | 0.83 | 0.70 | 0.84 |
| HOV | 0.00 | 0.00 | 0.54 | 0.42 | 0.00 | 0.53 |
| TOLL | 0.00 | 0.00 | 0.79 | 0.95 | 0.68 | 0.79 |
| Totals | 1.02 | 1.00 | 0.98 | 1.17 | 0.60 | 1.02 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL VOLUME ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---------------------------|----------|------------------|------------------|----------|
| FREEWAY | 3062121 | 973113 | 21496824 | 15331029 | 811137 | 41674220 |
| D. ART | 2734042 | 183453 | 50106828 | 58812592 | 1725251113562168 | |
| U. ART | 1356839 | 32077 | 13588242 | 9056541 | 1170234 | 25203934 |
| COLLCTR | 1604839 | 168628 | 22504076 | 8611781 | 2060441 | 34949764 |
| 1 WAY | 5000848 | 161907 | 1971020 | 3169168 | 0 | 10302943 |
| RAMP | 1477282 | 427492 | 8555157 | 7127801 | 520049 | 18107780 |
| HOV | 0 | 0 | 4533181 | 175159 | 0 | 4708340 |
| TOLL | 0 | 0 | 16181517 | 2384454 | 3492349 | 22058318 |
| Totals | 15235971 | 1946670138936848104668528 | | 9779460270567456 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: VOLUME PERCENTAGES ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 1.13 | 0.36 | 7.95 | 5.67 | 0.30 | 15.40 |
| D. ART | 1.01 | 0.07 | 18.52 | 21.74 | 0.64 | 41.97 |
| U. ART | 0.50 | 0.01 | 5.02 | 3.35 | 0.43 | 9.32 |
| COLLCTR | 0.59 | 0.06 | 8.32 | 3.18 | 0.76 | 12.92 |
| 1 WAY | 1.85 | 0.06 | 0.73 | 1.17 | 0.00 | 3.81 |
| RAMP | 0.55 | 0.16 | 3.16 | 2.63 | 0.19 | 6.69 |
| HOV | 0.00 | 0.00 | 1.68 | 0.06 | 0.00 | 1.74 |
| TOLL | 0.00 | 0.00 | 5.98 | 0.88 | 1.29 | 8.15 |
| Totals | 5.63 | 0.72 | 51.35 | 38.68 | 3.61 | 100.00 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: AVERAGE TOTAL VOLUMES ON ALL LINKS

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|--------|-------|
| FREEWAY | 80582 | 74855 | 72871 | 85648 | 162227 | 78631 |
| D. ART | 44820 | 36691 | 43047 | 52842 | 28754 | 47258 |
| U. ART | 21885 | 16039 | 23228 | 35797 | 14099 | 25588 |
| COLLCTR | 19813 | 15330 | 16006 | 21056 | 7105 | 15908 |
| 1 WAY | 16669 | 10119 | 17918 | 20446 | 0 | 17733 |
| RAMP | 20518 | 21375 | 16808 | 17175 | 15759 | 17262 |
| HOV | 0 | 0 | 11277 | 7962 | 0 | 11105 |
| TOLL | 0 | 0 | 33364 | 31793 | 41086 | 34199 |
| Totals | 24814 | 29055 | 28034 | 39935 | 17589 | 30697 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: ORIGINAL SPEEDS (MPH)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 47.41 | 50.15 | 49.99 | 54.70 | 64.73 | 51.60 |
| D. ART | 30.81 | 40.29 | 34.37 | 35.52 | 47.81 | 35.25 |
| U. ART | 21.12 | 29.27 | 28.61 | 27.97 | 45.59 | 30.66 |
| COLLCTR | 21.41 | 21.79 | 29.77 | 28.03 | 38.72 | 30.99 |
| 1 WAY | 21.81 | 22.91 | 32.89 | 34.37 | 0.00 | 29.08 |
| RAMP | 39.29 | 37.06 | 36.26 | 35.56 | 52.72 | 36.57 |
| HOV | 0.00 | 0.00 | 60.72 | 68.81 | 0.00 | 60.99 |
| TOLL | 0.00 | 0.00 | 43.81 | 46.52 | 59.66 | 47.03 |
| Totals | 24.93 | 31.04 | 32.99 | 33.55 | 42.40 | 33.96 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: CONGESTED SPEEDS (MPH)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 28.12 | 35.74 | 20.21 | 24.94 | 2.38 | 19.46 |
| D. ART | 12.38 | 28.63 | 18.44 | 15.22 | 36.72 | 17.26 |
| U. ART | 14.38 | 20.51 | 17.74 | 15.95 | 43.39 | 19.69 |
| COLLCTR | 14.97 | 11.66 | 19.93 | 17.40 | 36.13 | 21.60 |
| 1 WAY | 12.41 | 15.59 | 18.90 | 16.54 | 0.00 | 15.63 |
| RAMP | 15.15 | 25.83 | 17.94 | 17.29 | 31.16 | 17.84 |
| HOV | 0.00 | 0.00 | 36.05 | 40.83 | 0.00 | 36.21 |
| TOLL | 0.00 | 0.00 | 16.89 | 22.65 | 38.06 | 20.05 |
| Totals | 14.04 | 19.77 | 19.21 | 16.44 | 35.03 | 19.48 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: PERCENT CHANGE IN SPEED

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|--------|--------|--------|--------|
| FREEWAY | -40.69 | -28.72 | -59.57 | -54.40 | -96.32 | -62.29 |
| D. ART | -59.81 | -28.93 | -46.35 | -57.14 | -23.20 | -51.03 |
| U. ART | -31.91 | -29.91 | -38.00 | -42.98 | -4.83 | -35.77 |
| COLLCTR | -30.09 | -46.51 | -33.08 | -37.92 | -6.68 | -30.29 |
| 1 WAY | -43.11 | -31.94 | -42.54 | -51.88 | 0.00 | -46.23 |
| RAMP | -61.45 | -30.30 | -50.53 | -51.36 | -40.89 | -51.21 |
| HOV | 0.00 | 0.00 | -40.64 | -40.66 | 0.00 | -40.64 |
| TOLL | 0.00 | 0.00 | -61.44 | -51.31 | -36.20 | -57.36 |
| Totals | -43.70 | -36.29 | -41.76 | -51.02 | -17.38 | -42.64 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL VMT USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|---------|--------|----------|----------|---------|----------|
| FREEWAY | 467468 | 121057 | 6991955 | 4883129 | 339901 | 12803509 |
| D. ART | 283047 | 16991 | 12056987 | 11153513 | 742666 | 24253202 |
| U. ART | 133379 | 3215 | 3468784 | 1734891 | 747051 | 6087320 |
| COLLCTR | 140000 | 12617 | 5564775 | 1857051 | 789342 | 8363784 |
| 1 WAY | 404433 | 11019 | 454876 | 657424 | 0 | 1527752 |
| RAMP | 159925 | 43030 | 1117966 | 766213 | 77393 | 2164527 |
| HOV | 0 | 0 | 1251088 | 32694 | 0 | 1283782 |
| TOLL | 0 | 0 | 5221133 | 703040 | 1978414 | 7902587 |
| Totals | 1588252 | 207930 | 36127564 | 21787954 | 4674767 | 64386464 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL VHT (FREE-FLOW TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 9868 | 2412 | 139874 | 89227 | 5253 | 246635 |
| D. ART | 9173 | 423 | 351034 | 314522 | 15135 | 690287 |
| U. ART | 6226 | 110 | 120552 | 61009 | 16449 | 204345 |
| COLLCTR | 6357 | 580 | 181384 | 64274 | 20608 | 273203 |
| 1 WAY | 18341 | 471 | 13715 | 19437 | 0 | 51964 |
| RAMP | 3913 | 1127 | 29071 | 19913 | 1308 | 55333 |
| HOV | 0 | 0 | 20587 | 462 | 0 | 21049 |
| TOLL | 0 | 0 | 116538 | 14623 | 32670 | 163830 |
| Totals | 53878 | 5122 | 972755 | 583467 | 91424 | 1706646 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL VHT (CONGESTED TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|---------|---------|--------|---------|
| FREEWAY | 19448 | 3522 | 481975 | 216522 | 166947 | 888414 |
| D. ART | 24652 | 617 | 749418 | 819300 | 23805 | 1617793 |
| U. ART | 9851 | 161 | 215388 | 126582 | 17875 | 369857 |
| COLLCTR | 10461 | 1294 | 323948 | 124085 | 25526 | 485314 |
| 1 WAY | 36245 | 808 | 24594 | 46219 | 0 | 107865 |
| RAMP | 12209 | 1737 | 84117 | 49752 | 3096 | 150912 |
| HOV | 0 | 0 | 41014 | 1091 | 0 | 42105 |
| TOLL | 0 | 0 | 235193 | 25450 | 47168 | 307810 |
| Totals | 112866 | 8139 | 2155647 | 1409001 | 284417 | 3970069 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: SPEEDS (FREE-FLOW TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 47.37 | 50.19 | 49.99 | 54.73 | 64.70 | 51.91 |
| D. ART | 30.86 | 40.21 | 34.35 | 35.46 | 49.07 | 35.13 |
| U. ART | 21.42 | 29.26 | 28.77 | 28.44 | 45.42 | 29.79 |
| COLLCTR | 22.02 | 21.75 | 30.68 | 28.89 | 38.30 | 30.61 |
| 1 WAY | 22.05 | 23.41 | 33.17 | 33.82 | 0.00 | 29.40 |
| RAMP | 40.87 | 38.18 | 38.46 | 38.48 | 59.16 | 39.12 |
| HOV | 0.00 | 0.00 | 60.77 | 70.80 | 0.00 | 60.99 |
| TOLL | 0.00 | 0.00 | 44.80 | 48.08 | 60.56 | 48.24 |
| Totals | 29.48 | 40.59 | 37.14 | 37.34 | 51.13 | 37.73 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: SPEEDS (CONGESTED TIME) USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|-------|-------|-------|
| FREEWAY | 24.04 | 34.37 | 14.51 | 22.55 | 2.04 | 14.41 |
| D. ART | 11.48 | 27.55 | 16.09 | 13.61 | 31.20 | 14.99 |
| U. ART | 13.54 | 19.92 | 16.10 | 13.71 | 41.79 | 16.46 |
| COLLCTR | 13.38 | 9.75 | 17.18 | 14.97 | 30.92 | 17.23 |
| 1 WAY | 11.16 | 13.64 | 18.50 | 14.22 | 0.00 | 14.16 |
| RAMP | 13.10 | 24.77 | 13.29 | 15.40 | 24.99 | 14.34 |
| HOV | 0.00 | 0.00 | 30.50 | 29.95 | 0.00 | 30.49 |
| TOLL | 0.00 | 0.00 | 22.20 | 27.62 | 41.94 | 25.67 |
| Totals | 14.07 | 25.55 | 16.76 | 15.46 | 16.44 | 16.22 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: PERCENT CHANGE IN SPEED USING LINK VOLUMES (FSUTMS.V54+)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|--------|--------|--------|--------|--------|--------|
| FREEWAY | -49.26 | -31.51 | -70.98 | -58.79 | -96.85 | -72.24 |
| D. ART | -62.79 | -31.49 | -53.16 | -61.61 | -36.42 | -57.33 |
| U. ART | -36.80 | -31.92 | -44.03 | -51.80 | -7.98 | -44.75 |
| COLLCTR | -39.23 | -55.19 | -44.01 | -48.20 | -19.27 | -43.71 |
| 1 WAY | -49.40 | -41.70 | -44.23 | -57.95 | 0.00 | -51.82 |
| RAMP | -67.95 | -35.12 | -65.44 | -59.97 | -57.75 | -63.33 |
| HOV | 0.00 | 0.00 | -49.80 | -57.69 | 0.00 | -50.01 |
| TOLL | 0.00 | 0.00 | -50.45 | -42.54 | -30.74 | -46.78 |
| Totals | -52.26 | -37.06 | -54.87 | -58.59 | -67.86 | -57.01 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL ACCIDENT OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 0.50 | 0.13 | 7.41 | 5.18 | 0.36 | 13.57 |
| D. ART | 1.65 | 0.10 | 70.29 | 65.02 | 4.33 | 141.40 |
| U. ART | 0.77 | 0.02 | 19.91 | 9.96 | 4.29 | 34.94 |
| COLLCTR | 0.74 | 0.07 | 29.44 | 9.82 | 4.18 | 44.24 |
| 1 WAY | 2.32 | 0.06 | 2.61 | 3.77 | 0.00 | 8.77 |
| RAMP | 0.92 | 0.25 | 6.42 | 4.40 | 0.44 | 12.42 |
| HOV | 0.00 | 0.00 | 1.33 | 0.03 | 0.00 | 1.36 |
| TOLL | 0.00 | 0.00 | 5.64 | 0.75 | 2.10 | 8.48 |
| Totals | 6.89 | 0.62 | 143.04 | 98.93 | 15.70 | 265.19 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL INJURY OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 0.34 | 0.09 | 5.10 | 3.56 | 0.25 | 9.35 |
| D. ART | 1.09 | 0.07 | 46.42 | 42.94 | 2.86 | 93.37 |
| U. ART | 0.47 | 0.01 | 12.21 | 6.11 | 2.63 | 21.43 |
| COLLCTR | 0.44 | 0.04 | 17.36 | 5.79 | 2.46 | 26.09 |
| 1 WAY | 1.42 | 0.04 | 1.60 | 2.31 | 0.00 | 5.38 |
| RAMP | 0.56 | 0.15 | 3.94 | 2.70 | 0.27 | 7.62 |
| HOV | 0.00 | 0.00 | 0.91 | 0.02 | 0.00 | 0.94 |
| TOLL | 0.00 | 0.00 | 3.88 | 0.51 | 1.45 | 5.84 |
| Totals | 4.32 | 0.39 | 91.43 | 63.95 | 9.92 | 170.02 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL FATALITY OCCURENCES

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|------|-------|-------|
| FREEWAY | 0.00 | 0.00 | 0.06 | 0.04 | 0.00 | 0.12 |
| D. ART | 0.01 | 0.00 | 0.23 | 0.21 | 0.01 | 0.46 |
| U. ART | 0.00 | 0.00 | 0.07 | 0.03 | 0.01 | 0.12 |
| COLLCTR | 0.00 | 0.00 | 0.09 | 0.03 | 0.01 | 0.14 |
| 1 WAY | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.03 |
| RAMP | 0.00 | 0.00 | 0.02 | 0.01 | 0.00 | 0.04 |
| HOV | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 |
| TOLL | 0.00 | 0.00 | 0.05 | 0.01 | 0.02 | 0.07 |
| Totals | 0.03 | 0.00 | 0.54 | 0.35 | 0.06 | 0.99 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL EMISSIONS OF CARBON MONOXIDE (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|--------|--------|-------|---------|
| FREEWAY | 10709 | 2027 | 151768 | 109639 | 10772 | 284917 |
| D. ART | 10106 | 362 | 364877 | 368835 | 11136 | 755316 |
| U. ART | 4893 | 105 | 109832 | 59635 | 9809 | 184274 |
| COLLCTR | 5173 | 469 | 163843 | 59532 | 13478 | 242495 |
| 1 WAY | 14299 | 349 | 12449 | 20092 | 0 | 47188 |
| RAMP | 4376 | 938 | 30479 | 21230 | 1824 | 58846 |
| HOV | 0 | 0 | 23445 | 760 | 0 | 24205 |
| TOLL | 0 | 0 | 79275 | 12850 | 31202 | 123327 |
| Totals | 49556 | 4251 | 935968 | 652573 | 78220 | 1720569 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL EMISSIONS OF HYDROCARBONS (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 725 | 150 | 10419 | 7428 | 678 | 19400 |
| D. ART | 619 | 25 | 22926 | 22854 | 868 | 47292 |
| U. ART | 299 | 7 | 6848 | 3670 | 804 | 11627 |
| COLLCTR | 316 | 29 | 10347 | 3700 | 997 | 15389 |
| 1 WAY | 877 | 22 | 804 | 1265 | 0 | 2968 |
| RAMP | 284 | 64 | 1971 | 1368 | 120 | 3807 |
| HOV | 0 | 0 | 1643 | 48 | 0 | 1691 |
| TOLL | 0 | 0 | 6194 | 939 | 2095 | 9228 |
| Totals | 3119 | 296 | 61152 | 41273 | 5562 | 111402 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL EMISSIONS OF OXIDES OF NITROGEN (KILOGRAMS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|------|--------|--------|-------|-------|--------|
| FREEWAY | 909 | 234 | 13599 | 9582 | 668 | 24992 |
| D. ART | 558 | 33 | 23332 | 21798 | 1524 | 47245 |
| U. ART | 264 | 6 | 6741 | 3402 | 1500 | 11914 |
| COLLCTR | 278 | 25 | 10739 | 3611 | 1501 | 16154 |
| 1 WAY | 796 | 21 | 881 | 1279 | 0 | 2977 |
| RAMP | 315 | 82 | 2174 | 1510 | 164 | 4244 |
| HOV | 0 | 0 | 2698 | 77 | 0 | 2775 |
| TOLL | 0 | 0 | 10314 | 1380 | 5413 | 17107 |
| Totals | 3120 | 402 | 70478 | 42639 | 10770 | 127408 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL FUEL USE (GALS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|-------|--------|---------|---------|--------|---------|
| FREEWAY | 29254 | 7576 | 437557 | 305586 | 21271 | 801244 |
| D. ART | 17713 | 1063 | 754526 | 697987 | 46476 | 1517765 |
| U. ART | 8347 | 201 | 217076 | 108570 | 46750 | 380944 |
| COLLCTR | 8761 | 790 | 348243 | 116214 | 49397 | 523405 |
| 1 WAY | 25309 | 690 | 28466 | 41142 | 0 | 95607 |
| RAMP | 10008 | 2693 | 69962 | 47950 | 4843 | 135456 |
| HOV | 0 | 0 | 78293 | 2046 | 0 | 80339 |
| TOLL | 0 | 0 | 332818 | 44009 | 124043 | 500869 |
| Totals | 99393 | 13012 | 2266942 | 1363502 | 292780 | 4035630 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL NEW LANE MILEAGE

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|--------|-----|--------|--------|-----|-------|-------|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL CONSTRUCTION COST (\$
\$1000)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|--------|-----|--------|--------|-----|-------|-------|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- REPORT: TOTAL DELAY DUE TO CONGESTION
(VEH-HRS)

| | CBD | FRINGE | RESID. | OBD | RURAL | Total |
|---------|----------|---|------------------|-------------------|-------|-------|
| FREEWAY | 9579.78 | 1109.94342100.62127295.22161693.47641779.06 | | | | |
| D. ART | 15478.97 | 194.20398384.31504777.47 | 8669.97927504.94 | | | |
| U. ART | 3624.94 | 51.52 94836.44 | 65572.80 | 1425.82165511.50 | | |
| COLLCTR | 4104.21 | 714.29142563.89 | 59811.55 | 4917.69212111.61 | | |
| 1 WAY | 17903.05 | 336.80 10878.86 | 26781.61 | 0.00 55900.32 | | |
| RAMP | 8296.51 | 609.97 55046.22 | 29838.27 | 1788.15 95579.10 | | |
| HOV | 0.00 | 0.00 20426.56 | 629.70 | 0.00 21056.27 | | |
| TOLL | 0.00 | 0.00118655.25 | 10826.85 | 14497.94143980.05 | | |
| Totals | 58987.46 | 3016.71*****825533.50192993.03***** | | | | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) : MILES OF ROADWAY AT EACH LEVEL OF SERVICE

| | LEVEL OF SERVICE | | | | | | |
|---------|------------------|--------|--------|--------|--------|--------|---------|
| | A | B | C | D | E | F | TOTAL |
| FREEWAY | 24.29 | 9.25 | 13.00 | 32.72 | 29.00 | 50.36 | 158.64 |
| D. ART | 92.07 | 58.18 | 83.39 | 105.89 | 78.91 | 118.82 | 537.26 |
| U. ART | 88.52 | 17.51 | 25.07 | 26.14 | 24.96 | 89.42 | 271.62 |
| COLLCTR | 276.51 | 45.58 | 54.36 | 45.14 | 45.88 | 133.59 | 601.04 |
| 1 WAY | 29.38 | 12.61 | 14.44 | 11.36 | 6.09 | 9.50 | 83.38 |
| RAMP | 50.68 | 12.82 | 9.35 | 10.53 | 6.03 | 21.51 | 110.90 |
| HOV | 54.11 | 22.80 | 8.85 | 1.45 | 0.00 | 0.00 | 87.21 |
| TOLL | 70.85 | 36.05 | 32.99 | 12.65 | 6.66 | 8.43 | 167.63 |
| Total | 686.40 | 214.81 | 241.44 | 245.88 | 197.54 | 431.62 | 2017.68 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) : PERCENT OF MILEAGE AT EACH LEVEL OF SERVICE

| | LEVEL OF SERVICE | | | | | | |
|---------|------------------|-------|-------|-------|------|-------|--------|
| | A | B | C | D | E | F | TOTAL |
| FREEWAY | 1.20 | 0.46 | 0.64 | 1.62 | 1.44 | 2.50 | 7.86 |
| D. ART | 4.56 | 2.88 | 4.13 | 5.25 | 3.91 | 5.89 | 26.63 |
| U. ART | 4.39 | 0.87 | 1.24 | 1.30 | 1.24 | 4.43 | 13.46 |
| COLLCTR | 13.70 | 2.26 | 2.69 | 2.24 | 2.27 | 6.62 | 29.79 |
| 1 WAY | 1.46 | 0.62 | 0.72 | 0.56 | 0.30 | 0.47 | 4.13 |
| RAMP | 2.51 | 0.64 | 0.46 | 0.52 | 0.30 | 1.07 | 5.50 |
| HOV | 2.68 | 1.13 | 0.44 | 0.07 | 0.00 | 0.00 | 4.32 |
| TOLL | 3.51 | 1.79 | 1.64 | 0.63 | 0.33 | 0.42 | 8.31 |
| Total | 34.02 | 10.65 | 11.97 | 12.19 | 9.79 | 21.39 | 100.00 |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 1 | 1651 | 1652 | 39185. | 63392. | 0.62 | 21 | 51 |
| 1 | 1652 | 2603 | 41021. | 63392. | 0.65 | 21 | 51 |
| 1 | 2161 | 2516 | 44998. | 36218. | 1.24 | 23 | 31 |
| 1 | 2345 | 7268 | 28046. | 18750. | 1.50 | 98 | 31 |
| 1 | 2429 | 7168 | 46762. | 54359. | 0.86 | 92 | 51 |
| 1 | 2504 | 8497 | 24903. | 12870. | 1.93 | 37 | 31 |
| 1 | 2506 | 2507 | 48088. | 34348. | 1.40 | 24 | 31 |
| 1 | 2509 | 2510 | 70412. | 51978. | 1.35 | 24 | 31 |
| 1 | 2520 | 8494 | 60329. | 51978. | 1.16 | 24 | 31 |
| 1 | 2521 | 8494 | 75563. | 51978. | 1.45 | 24 | 31 |
| 1 | 2523 | 2524 | 8171. | 11522. | 0.71 | 45 | 31 |
| 1 | 2525 | 2526 | 20680. | 24914. | 0.83 | 44 | 31 |
| 1 | 2529 | 2580 | 11466. | 11522. | 1.00 | 45 | 31 |
| 1 | 2531 | 7437 | 15715. | 9218. | 1.70 | 47 | 31 |
| 1 | 2533 | 2592 | 21016. | 13740. | 1.53 | 36 | 31 |
| 1 | 2536 | 7793 | 75024. | 51978. | 1.44 | 24 | 42 |
| 1 | 2541 | 2430 | 154944. | 72478. | 2.14 | 12 | 51 |
| 1 | 2547 | 2712 | 35000. | 16086. | 2.18 | 33 | 31 |
| 1 | 2612 | 7417 | 25693. | 72478. | 0.35 | 92 | 51 |
| 1 | 2685 | 3316 | 73536. | 54326. | 1.35 | 23 | 31 |
| 1 | 3317 | 8497 | 24927. | 12870. | 1.94 | 37 | 31 |
| 1 | 3856 | 4985 | 154942. | 74478. | 2.08 | 12 | 31 |
| 1 | 4258 | 2541 | 154934. | 72478. | 2.14 | 12 | 51 |
| 1 | 4970 | 4975 | 0. | 18750. | 0.00 | 12 | 31 |
| 1 | 4995 | 3858 | 154970. | 74478. | 2.08 | 12 | 31 |
| 1 | 4998 | 5001 | 0. | 18750. | 0.00 | 12 | 31 |
| 1 | 5175 | 7750 | 76132. | 74478. | 1.02 | 92 | 31 |
| 1 | 5195 | 6887 | 80231. | 74478. | 1.08 | 92 | 31 |
| 1 | 7074 | 2500 | 52991. | 54359. | 0.97 | 92 | 51 |
| 1 | 7168 | 7426 | 29612. | 54359. | 0.54 | 92 | 51 |
| 1 | 7268 | 7274 | 28046. | 18750. | 1.50 | 98 | 31 |
| 1 | 7274 | 4484 | 28046. | 18750. | 1.50 | 98 | 31 |
| 1 | 7417 | 7074 | 25693. | 54359. | 0.47 | 92 | 51 |
| 1 | 7426 | 2431 | 29612. | 72478. | 0.41 | 92 | 51 |
| 1 | TOTALS | | 1760689. | 1471340. | 1.20 | SCREEN LINE 1 | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 2 | 1532 | 2971 | 78111. | 48260. | 1.62 | 24 | 51 |
| 2 | 1532 | 4481 | 87563. | 48260. | 1.81 | 24 | 51 |
| 2 | 2170 | 6508 | 36312. | 34348. | 1.06 | 24 | 31 |
| 2 | 2427 | 2426 | 50414. | 72478. | 0.70 | 92 | 51 |
| 2 | 2458 | 7923 | 69011. | 55989. | 1.23 | 92 | 31 |
| 2 | 2491 | 5979 | 10162. | 9218. | 1.10 | 47 | 31 |
| 2 | 2859 | 2717 | 61289. | 72478. | 0.85 | 92 | 51 |
| 2 | 3175 | 3658 | 12954. | 11522. | 1.12 | 45 | 31 |
| 2 | 3574 | 7266 | 13491. | 24914. | 0.54 | 44 | 31 |
| 2 | 3781 | 5727 | 10263. | 12870. | 0.80 | 37 | 31 |
| 2 | 3788 | 5881 | 13555. | 11522. | 1.18 | 45 | 31 |
| 2 | 4053 | 4054 | 60585. | 55989. | 1.08 | 12 | 31 |
| 2 | 4056 | 4052 | 46327. | 55989. | 0.83 | 12 | 31 |
| 2 | 4250 | 7275 | 37264. | 36218. | 1.03 | 23 | 44 |
| 2 | 4273 | 4275 | 53434. | 51978. | 1.03 | 24 | 41 |
| 2 | 4620 | 7269 | 43705. | 51978. | 0.84 | 24 | 31 |
| 2 | 5082 | 9917 | 52036. | 50544. | 1.03 | 25 | 31 |
| 2 | 5083 | 7316 | 41800. | 24914. | 1.68 | 44 | 31 |
| 2 | 5084 | 9917 | 42570. | 50544. | 0.84 | 25 | 31 |
| 2 | 5349 | 5352 | 51294. | 51978. | 0.99 | 24 | 31 |
| 2 | 5582 | 7327 | 49207. | 51978. | 0.95 | 24 | 31 |
| 2 | 5726 | 5728 | 50120. | 50544. | 0.99 | 25 | 42 |
| 2 | 5879 | 5883 | 37506. | 34348. | 1.09 | 24 | 31 |
| 2 | 5976 | 5981 | 44609. | 34348. | 1.30 | 24 | 42 |
| 2 | 6074 | 6076 | 61815. | 51978. | 1.19 | 24 | 31 |
| 2 | 6153 | 6156 | 62054. | 51978. | 1.19 | 24 | 31 |
| 2 | 6199 | 7345 | 15823. | 11522. | 1.37 | 45 | 31 |
| 2 | 6251 | 6937 | 35266. | 55989. | 0.63 | 92 | 31 |
| 2 | 6252 | 7974 | 15117. | 9218. | 1.64 | 46 | 41 |
| 2 | 6253 | 6254 | 7473. | 9218. | 0.81 | 46 | 31 |
| 2 | 6307 | 6308 | 49616. | 51978. | 0.95 | 24 | 31 |
| 2 | 6337 | 9879 | 19490. | 16086. | 1.21 | 33 | 31 |
| 2 | 6342 | 9879 | 19692. | 16086. | 1.22 | 33 | 31 |
| 2 | 6384 | 9880 | 38098. | 34348. | 1.11 | 24 | 41 |
| 2 | 6387 | 9880 | 38098. | 34348. | 1.11 | 24 | 41 |
| 2 | 6452 | 6458 | 24174. | 34348. | 0.70 | 24 | 41 |
| 2 | 6456 | 7512 | 17194. | 12870. | 1.34 | 37 | 31 |
| 2 | 6556 | 6558 | 11364. | 12500. | 0.91 | 43 | 51 |
| 2 | 6607 | 6608 | 9521. | 25000. | 0.38 | 43 | 51 |
| 2 | 6935 | 6936 | 52152. | 55989. | 0.93 | 92 | 31 |
| 2 | 6936 | 8194 | 48983. | 55989. | 0.87 | 92 | 31 |
| 2 | 6937 | 6941 | 54391. | 55989. | 0.97 | 92 | 31 |
| 2 | 6941 | 7927 | 54391. | 55989. | 0.97 | 92 | 31 |
| 2 | 7271 | 7810 | 30314. | 24914. | 1.22 | 44 | 41 |
| 2 | 7808 | 7890 | 8618. | 24914. | 0.35 | 44 | 41 |
| 2 | 7923 | 6935 | 52152. | 55989. | 0.93 | 92 | 31 |
| 2 | 7927 | 2456 | 55622. | 55989. | 0.99 | 92 | 31 |
| 2 | TOTALS | | 1834999. | 1816438. | 1.01 | SCREEN LINE 2 | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 3 | 1525 | 4277 | 7188. | 12500. | 0.58 | 43 | 51 |
| 3 | 2134 | 2139 | 28230. | 22761. | 1.24 | 64 | 43 |
| 3 | 2138 | 2133 | 27334. | 22761. | 1.20 | 64 | 43 |
| 3 | 2405 | 4249 | 51293. | 90598. | 0.57 | 92 | 51 |
| 3 | 2715 | 3138 | 28752. | 34348. | 0.84 | 24 | 31 |
| 3 | 2715 | 9780 | 34084. | 34348. | 0.99 | 24 | 44 |
| 3 | 2970 | 6069 | 28659. | 34348. | 0.83 | 24 | 31 |
| 3 | 2973 | 7381 | 15229. | 32956. | 0.46 | 41 | 31 |
| 3 | 2976 | 8381 | 14510. | 9218. | 1.57 | 46 | 31 |
| 3 | 2991 | 9783 | 12697. | 16892. | 0.75 | 24 | 31 |
| 3 | 2992 | 9783 | 15798. | 16892. | 0.94 | 24 | 31 |
| 3 | 2994 | 2997 | 35411. | 34348. | 1.03 | 24 | 31 |
| 3 | 3000 | 3651 | 19003. | 18044. | 1.05 | 23 | 31 |
| 3 | 3007 | 7593 | 66705. | 51978. | 1.28 | 24 | 41 |
| 3 | 3099 | 7825 | 32007. | 34348. | 0.93 | 24 | 31 |
| 3 | 3137 | 3138 | 44417. | 51978. | 0.85 | 24 | 41 |
| 3 | 3139 | 9780 | 26076. | 34348. | 0.76 | 24 | 44 |
| 3 | 3142 | 3143 | 50671. | 34348. | 1.48 | 24 | 41 |
| 3 | 3146 | 3147 | 63661. | 51978. | 1.22 | 24 | 41 |
| 3 | 3150 | 3628 | 35182. | 34348. | 1.02 | 24 | 31 |
| 3 | 3156 | 9778 | 33855. | 32956. | 1.03 | 41 | 31 |
| 3 | 3157 | 9778 | 33831. | 32956. | 1.03 | 41 | 31 |
| 3 | 3160 | 3161 | 9627. | 11522. | 0.84 | 45 | 31 |
| 3 | 3166 | 7404 | 53042. | 51978. | 1.02 | 24 | 31 |
| 3 | 3173 | 3174 | 17461. | 11522. | 1.52 | 45 | 31 |
| 3 | 3181 | 3182 | 16220. | 12870. | 1.26 | 37 | 31 |
| 3 | 3187 | 3297 | 28809. | 25782. | 1.12 | 37 | 31 |
| 3 | 3206 | 8097 | 22617. | 17174. | 1.32 | 32 | 41 |
| 3 | 3209 | 8096 | 39408. | 34348. | 1.15 | 24 | 41 |
| 3 | 3302 | 3303 | 50423. | 34348. | 1.47 | 24 | 31 |
| 3 | 3307 | 7414 | 5208. | 9218. | 0.56 | 46 | 31 |
| 3 | 3721 | 4277 | 48214. | 54326. | 0.89 | 23 | 41 |
| 3 | 3884 | 3889 | 109684. | 74478. | 1.47 | 12 | 31 |
| 3 | 3885 | 3883 | 101488. | 74478. | 1.36 | 12 | 31 |
| 3 | 4223 | 4220 | 99529. | 74478. | 1.34 | 12 | 41 |
| 3 | 4225 | 4219 | 106732. | 74478. | 1.43 | 12 | 41 |
| 3 | 4244 | 3205 | 60748. | 90598. | 0.67 | 92 | 51 |
| 3 | 4785 | 4793 | 19357. | 19293. | 1.00 | 81 | 31 |
| 3 | 4787 | 4780 | 19758. | 19293. | 1.02 | 81 | 31 |
| 3 | TOTALS | | 1512919. | 1429436. | 1.06 | SCREEN LINE 3 | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 4 | 2045 | 2040 | 68618. | 55989. | 1.23 | 12 | 31 |
| 4 | 2292 | 4046 | 106025. | 74478. | 1.42 | 12 | 41 |
| 4 | 2500 | 4329 | 52991. | 54359. | 0.97 | 92 | 51 |
| 4 | 2621 | 7439 | 40223. | 51978. | 0.77 | 24 | 31 |
| 4 | 2695 | 2429 | 46762. | 54359. | 0.86 | 92 | 51 |
| 4 | 2729 | 2732 | 18059. | 24914. | 0.72 | 44 | 31 |
| 4 | 2736 | 2737 | 66214. | 55989. | 1.18 | 12 | 31 |
| 4 | 2874 | 4235 | 37550. | 32956. | 1.14 | 41 | 31 |
| 4 | 2991 | 2994 | 15648. | 13740. | 1.14 | 36 | 31 |
| 4 | 3109 | 4221 | 56047. | 43163. | 1.30 | 24 | 41 |
| 4 | 3232 | 3234 | 54204. | 50544. | 1.07 | 25 | 41 |
| 4 | 3255 | 8505 | 23314. | 12870. | 1.81 | 37 | 31 |
| 4 | 3421 | 4206 | 69751. | 63566. | 1.10 | 24 | 41 |
| 4 | 3423 | 4197 | 69699. | 51978. | 1.34 | 24 | 44 |
| 4 | 3592 | 3594 | 26511. | 24914. | 1.06 | 44 | 44 |
| 4 | 3763 | 8505 | 23026. | 12870. | 1.79 | 37 | 31 |
| 4 | 4134 | 5996 | 50580. | 34348. | 1.47 | 24 | 31 |
| 4 | 4146 | 4163 | 45085. | 37500. | 1.20 | 12 | 31 |
| 4 | 4162 | 4144 | 40149. | 37500. | 1.07 | 12 | 31 |
| 4 | 4200 | 7656 | 24389. | 12870. | 1.90 | 37 | 44 |
| 4 | 4231 | 4315 | 64507. | 55989. | 1.15 | 12 | 31 |
| 4 | 4306 | 2985 | 62443. | 55989. | 1.12 | 12 | 31 |
| 4 | 4429 | 9813 | 52020. | 51978. | 1.00 | 24 | 44 |
| 4 | 4636 | 4637 | 59618. | 51978. | 1.15 | 24 | 44 |
| 4 | 4637 | 7875 | 76655. | 51978. | 1.47 | 24 | 41 |
| 4 | 4773 | 9813 | 57409. | 51978. | 1.10 | 24 | 44 |
| 4 | 4777 | 9830 | 17721. | 11522. | 1.54 | 45 | 41 |
| 4 | 4783 | 9830 | 16836. | 11522. | 1.46 | 45 | 41 |
| 4 | 4926 | 4928 | 55801. | 34392. | 1.62 | 32 | 41 |
| 4 | 4927 | 2291 | 122313. | 74478. | 1.64 | 12 | 41 |
| 4 | 5103 | 5104 | 69488. | 51978. | 1.34 | 24 | 41 |
| 4 | 5367 | 7385 | 55998. | 34348. | 1.63 | 24 | 41 |
| 4 | 5606 | 7390 | 50625. | 33392. | 1.52 | 25 | 41 |
| 4 | 5750 | 5751 | 71957. | 50544. | 1.42 | 25 | 41 |
| 4 | 5906 | 5908 | 52812. | 34348. | 1.54 | 24 | 31 |
| 4 | 6100 | 6101 | 48321. | 50544. | 0.96 | 25 | 41 |
| 4 | 7300 | 8071 | 61591. | 34348. | 1.79 | 24 | 41 |
| 4 | 8391 | 8392 | 13619. | 16086. | 0.85 | 41 | 41 |
| 4 | TOTALS | | 1944577. | 1558277. | 1.25 | SCREEN LINE 4 | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|---------------|--------|
| 5 | 2097 | 2103 | 17582. | 22761. | 0.77 | 64 | 43 |
| 5 | 2102 | 2097 | 15261. | 22761. | 0.67 | 64 | 43 |
| 5 | 2725 | 2730 | 35591. | 32956. | 1.08 | 41 | 44 |
| 5 | 3428 | 3429 | 65563. | 51978. | 1.26 | 24 | 44 |
| 5 | 3437 | 3439 | 26297. | 12870. | 2.04 | 37 | 44 |
| 5 | 3446 | 3447 | 15266. | 23608. | 0.65 | 45 | 41 |
| 5 | 3456 | 3457 | 59663. | 51978. | 1.15 | 24 | 41 |
| 5 | 3463 | 3464 | 15597. | 22761. | 0.69 | 64 | 41 |
| 5 | 3467 | 3466 | 13627. | 22761. | 0.60 | 64 | 41 |
| 5 | 3471 | 3472 | 24615. | 25782. | 0.95 | 37 | 41 |
| 5 | 3477 | 3478 | 44192. | 34348. | 1.29 | 24 | 31 |
| 5 | 3488 | 3489 | 34699. | 34348. | 1.01 | 24 | 41 |
| 5 | 3497 | 3498 | 41665. | 34348. | 1.21 | 24 | 41 |
| 5 | 3504 | 3506 | 57266. | 51978. | 1.10 | 24 | 31 |
| 5 | 3511 | 3512 | 35109. | 34348. | 1.02 | 24 | 31 |
| 5 | 3518 | 3519 | 33952. | 32956. | 1.03 | 41 | 31 |
| 5 | 3527 | 3528 | 36035. | 33392. | 1.08 | 25 | 41 |
| 5 | 3538 | 3539 | 12946. | 11522. | 1.12 | 45 | 31 |
| 5 | 3544 | 3546 | 42238. | 34348. | 1.23 | 24 | 31 |
| 5 | 3552 | 3553 | 36363. | 31696. | 1.15 | 34 | 41 |
| 5 | 3563 | 9802 | 51070. | 34348. | 1.49 | 24 | 41 |
| 5 | 3564 | 9802 | 50630. | 34348. | 1.47 | 24 | 41 |
| 5 | 3900 | 3907 | 111310. | 74478. | 1.49 | 12 | 31 |
| 5 | 3902 | 3897 | 102707. | 74478. | 1.38 | 12 | 31 |
| 5 | 4196 | 4198 | 110978. | 93098. | 1.19 | 12 | 41 |
| 5 | 4202 | 4195 | 112170. | 93098. | 1.20 | 12 | 41 |
| 5 | 4669 | 4685 | 20187. | 19293. | 1.05 | 81 | 31 |
| 5 | 4675 | 4665 | 17032. | 19293. | 0.88 | 81 | 31 |
| 5 | 6998 | 6999 | 78540. | 51978. | 1.51 | 24 | 41 |
| 5 | TOTALS | | 1318152. | 1117912. | 1.18 | SCREEN LINE 5 | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|-------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 6 | 1577 | 1580 | 46083. | 37500. | 1.23 | 92 | 31 |
| 6 | 1578 | 9994 | 46083. | 37500. | 1.23 | 92 | 31 |
| 6 | 1579 | 1578 | 46083. | 37500. | 1.23 | 92 | 31 |
| 6 | 1580 | 1579 | 46083. | 37500. | 1.23 | 92 | 31 |
| 6 | 1581 | 1582 | 24123. | 37500. | 0.64 | 92 | 31 |
| 6 | 1582 | 1583 | 24123. | 37500. | 0.64 | 92 | 31 |
| 6 | 1583 | 1584 | 24123. | 37500. | 0.64 | 92 | 31 |
| 6 | 1584 | 9993 | 24123. | 37500. | 0.64 | 92 | 31 |
| 6 | 1585 | 9999 | 24123. | 37500. | 0.64 | 92 | 41 |
| 6 | 1586 | 1585 | 24123. | 37500. | 0.64 | 92 | 41 |
| 6 | 1587 | 1586 | 24123. | 37500. | 0.64 | 92 | 41 |
| 6 | 1587 | 1592 | 9492. | 37500. | 0.25 | 92 | 41 |
| 6 | 1592 | 1593 | 60785. | 74478. | 0.82 | 92 | 41 |
| 6 | 1596 | 1597 | 21306. | 37500. | 0.57 | 92 | 31 |
| 6 | 1598 | 9996 | 24876. | 37500. | 0.66 | 12 | 41 |
| 6 | 1614 | 1598 | 100. | 37500. | 0.00 | 92 | 31 |
| 6 | 1619 | 9992 | 46083. | 37500. | 1.23 | 92 | 31 |
| 6 | 1632 | 9985 | 39075. | 37500. | 1.04 | 92 | 41 |
| 6 | 1634 | 9986 | 46083. | 37500. | 1.23 | 92 | 41 |
| 6 | 2125 | 2115 | 72809. | 55989. | 1.30 | 12 | 41 |
| 6 | 2414 | 4601 | 56030. | 31413. | 1.78 | 79 | 41 |
| 6 | 2416 | 2720 | 42604. | 34348. | 1.24 | 24 | 41 |
| 6 | 2416 | 4668 | 39232. | 32652. | 1.20 | 33 | 41 |
| 6 | 2435 | 3626 | 44978. | 54359. | 0.83 | 92 | 51 |
| 6 | 2504 | 2506 | 11692. | 9218. | 1.27 | 46 | 31 |
| 6 | 2554 | 7210 | 32905. | 36218. | 0.91 | 23 | 31 |
| 6 | 2639 | 3610 | 11009. | 11522. | 0.96 | 45 | 31 |
| 6 | 2640 | 6864 | 44098. | 51978. | 0.85 | 24 | 31 |
| 6 | 2641 | 3595 | 11611. | 11522. | 1.01 | 45 | 31 |
| 6 | 2710 | 2437 | 51916. | 54359. | 0.96 | 92 | 51 |
| 6 | 2762 | 2766 | 76317. | 55989. | 1.36 | 12 | 41 |
| 6 | 2764 | 2768 | 14364. | 15457. | 0.93 | 67 | 41 |
| 6 | 2767 | 2763 | 15015. | 15457. | 0.97 | 67 | 41 |
| 6 | 2996 | 4316 | 37733. | 34348. | 1.10 | 24 | 44 |
| 6 | 3011 | 3014 | 15938. | 12108. | 1.32 | 44 | 41 |
| 6 | 3012 | 9779 | 37315. | 34348. | 1.09 | 24 | 41 |
| 6 | 3018 | 9779 | 41402. | 34348. | 1.21 | 24 | 41 |
| 6 | 3261 | 3262 | 46948. | 34348. | 1.37 | 24 | 31 |
| 6 | 3409 | 4802 | 20818. | 13740. | 1.52 | 36 | 41 |
| 6 | 3482 | 3484 | 18796. | 11522. | 1.63 | 45 | 41 |
| 6 | 3483 | 6980 | 55765. | 34348. | 1.62 | 24 | 41 |
| 6 | 3495 | 8240 | 16374. | 11522. | 1.42 | 45 | 31 |
| 6 | 3723 | 7387 | 16362. | 11522. | 1.42 | 45 | 41 |
| 6 | 3846 | 9869 | 30568. | 23608. | 1.29 | 45 | 31 |
| 6 | 3909 | 7137 | 91092. | 55989. | 1.63 | 12 | 41 |
| 6 | 4016 | 9947 | 76813. | 55989. | 1.37 | 12 | 31 |
| 6 | 4316 | 7453 | 32814. | 34348. | 0.96 | 24 | 44 |
| 6 | 4322 | 6956 | 60331. | 55989. | 1.08 | 12 | 31 |
| 6 | 4428 | 4435 | 56030. | 47120. | 1.19 | 79 | 41 |
| 6 | 4434 | 2417 | 41357. | 31413. | 1.32 | 79 | 41 |
| 6 | 4435 | 4439 | 56030. | 47120. | 1.19 | 79 | 41 |
| 6 | 4437 | 4434 | 41357. | 47120. | 0.88 | 79 | 41 |

| | | | | | | | |
|---|------|-------|--------|--------|------|----|----|
| 6 | 4439 | 4455 | 56030. | 47120. | 1.19 | 79 | 41 |
| 6 | 4453 | 4437 | 41357. | 47120. | 0.88 | 79 | 41 |
| 6 | 4455 | 4462 | 56030. | 47120. | 1.19 | 79 | 41 |
| 6 | 4457 | 4453 | 41357. | 47120. | 0.88 | 79 | 41 |
| 6 | 4462 | 4465 | 44613. | 47120. | 0.95 | 79 | 41 |
| 6 | 4465 | 4469 | 44613. | 31413. | 1.42 | 79 | 41 |
| 6 | 4466 | 4467 | 23190. | 31413. | 0.74 | 79 | 41 |
| 6 | 4467 | 4468 | 23190. | 47120. | 0.49 | 79 | 41 |
| 6 | 4468 | 4457 | 41357. | 47120. | 0.88 | 79 | 41 |
| 6 | 4469 | 8302 | 44613. | 31413. | 1.42 | 79 | 41 |
| 6 | 4470 | 4466 | 23190. | 31413. | 0.74 | 79 | 41 |
| 6 | 4471 | 4487 | 60690. | 31413. | 1.93 | 79 | 41 |
| 6 | 4475 | 4470 | 23190. | 31413. | 0.74 | 79 | 41 |
| 6 | 4487 | 4495 | 42300. | 31413. | 1.35 | 79 | 41 |
| 6 | 4491 | 4475 | 23190. | 31413. | 0.74 | 79 | 41 |
| 6 | 4495 | 10065 | 42300. | 31413. | 1.35 | 79 | 41 |
| 6 | 4539 | 4541 | 48568. | 32652. | 1.49 | 33 | 41 |
| 6 | 4540 | 7012 | 40750. | 34348. | 1.19 | 24 | 41 |
| 6 | 4542 | 7013 | 40750. | 34348. | 1.19 | 24 | 41 |
| 6 | 4601 | 4751 | 56030. | 31413. | 1.78 | 79 | 41 |
| 6 | 4666 | 4667 | 20978. | 16086. | 1.30 | 33 | 41 |
| 6 | 4751 | 4428 | 56030. | 31413. | 1.78 | 79 | 41 |
| 6 | 4792 | 4797 | 44513. | 34348. | 1.30 | 24 | 41 |
| 6 | 4946 | 9948 | 82070. | 55989. | 1.47 | 12 | 31 |
| 6 | 5132 | 5133 | 52960. | 34348. | 1.54 | 24 | 41 |
| 6 | 5134 | 7499 | 70292. | 32652. | 2.15 | 33 | 41 |
| 6 | 5386 | 9865 | 54594. | 33392. | 1.63 | 25 | 41 |
| 6 | 5387 | 9865 | 54863. | 33392. | 1.64 | 25 | 41 |
| 6 | 5639 | 5643 | 43261. | 24914. | 1.74 | 44 | 12 |
| 6 | 5642 | 5644 | 45030. | 33392. | 1.35 | 25 | 12 |
| 6 | 5782 | 9869 | 30134. | 23608. | 1.28 | 45 | 31 |
| 6 | 5784 | 5786 | 45588. | 33392. | 1.37 | 25 | 41 |
| 6 | 5929 | 5936 | 38163. | 23608. | 1.62 | 45 | 41 |
| 6 | 5931 | 5933 | 49948. | 50544. | 0.99 | 25 | 41 |
| 6 | 5987 | 1587 | 33615. | 37500. | 0.90 | 92 | 41 |
| 6 | 6033 | 6034 | 28601. | 13740. | 2.08 | 36 | 31 |
| 6 | 6957 | 4321 | 56805. | 55989. | 1.01 | 12 | 31 |
| 6 | 7012 | 7013 | 40750. | 34348. | 1.19 | 24 | 41 |
| 6 | 7139 | 4671 | 75591. | 55989. | 1.35 | 12 | 41 |
| 6 | 8302 | 4471 | 44613. | 31413. | 1.42 | 79 | 41 |
| 6 | 9947 | 4019 | 55440. | 55989. | 0.99 | 12 | 31 |
| 6 | 9947 | 9950 | 21374. | 13109. | 1.63 | 97 | 31 |
| 6 | 9948 | 4018 | 91832. | 55989. | 1.64 | 12 | 31 |
| 6 | 9949 | 9948 | 9762. | 18750. | 0.52 | 98 | 31 |
| 6 | 9950 | 9951 | 21374. | 37500. | 0.57 | 92 | 31 |
| 6 | 9951 | 9953 | 21374. | 37500. | 0.57 | 92 | 31 |
| 6 | 9952 | 9949 | 9762. | 37500. | 0.26 | 92 | 31 |
| 6 | 9953 | 9955 | 13610. | 37500. | 0.36 | 92 | 31 |
| 6 | 9954 | 9952 | 9762. | 37500. | 0.26 | 92 | 31 |
| 6 | 9955 | 9957 | 13610. | 37500. | 0.36 | 92 | 31 |
| 6 | 9956 | 9954 | 9762. | 37500. | 0.26 | 92 | 31 |
| 6 | 9957 | 9959 | 55910. | 37500. | 1.49 | 92 | 31 |
| 6 | 9958 | 9956 | 9762. | 37500. | 0.26 | 92 | 41 |
| 6 | 9959 | 9961 | 55910. | 37500. | 1.49 | 92 | 31 |
| 6 | 9960 | 9958 | 9762. | 37500. | 0.26 | 92 | 41 |
| 6 | 9961 | 9963 | 55910. | 37500. | 1.49 | 92 | 31 |
| 6 | 9962 | 9960 | 39075. | 37500. | 1.04 | 92 | 31 |

| | | | | | | |
|---|--------|------|----------|----------|------|-------|
| 6 | 9963 | 9965 | 55910. | 37500. | 1.49 | 92 31 |
| 6 | 9964 | 9962 | 39075. | 37500. | 1.04 | 92 41 |
| 6 | 9965 | 9968 | 55910. | 37500. | 1.49 | 92 41 |
| 6 | 9967 | 9964 | 39075. | 37500. | 1.04 | 92 31 |
| 6 | 9968 | 9970 | 55910. | 37500. | 1.49 | 92 41 |
| 6 | 9969 | 9967 | 39075. | 37500. | 1.04 | 92 41 |
| 6 | 9970 | 9972 | 55910. | 37500. | 1.49 | 92 41 |
| 6 | 9971 | 9969 | 39075. | 37500. | 1.04 | 92 41 |
| 6 | 9972 | 9974 | 55910. | 37500. | 1.49 | 92 41 |
| 6 | 9973 | 9971 | 39075. | 37500. | 1.04 | 92 41 |
| 6 | 9974 | 9976 | 55910. | 37500. | 1.49 | 92 41 |
| 6 | 9975 | 9973 | 39075. | 37500. | 1.04 | 92 41 |
| 6 | 9976 | 9978 | 55910. | 37500. | 1.49 | 92 41 |
| 6 | 9977 | 9975 | 39075. | 37500. | 1.04 | 92 41 |
| 6 | 9978 | 9980 | 55910. | 37500. | 1.49 | 92 41 |
| 6 | 9979 | 9977 | 39075. | 37500. | 1.04 | 92 41 |
| 6 | 9980 | 9982 | 55910. | 37500. | 1.49 | 92 41 |
| 6 | 9981 | 9979 | 39075. | 37500. | 1.04 | 92 41 |
| 6 | 9982 | 9984 | 55910. | 37500. | 1.49 | 92 41 |
| 6 | 9983 | 9981 | 39075. | 37500. | 1.04 | 92 41 |
| 6 | 9984 | 1634 | 55910. | 37500. | 1.49 | 92 41 |
| 6 | 9985 | 9983 | 39075. | 37500. | 1.04 | 92 41 |
| 6 | 9986 | 9988 | 46083. | 37500. | 1.23 | 92 41 |
| 6 | 9987 | 1632 | 24123. | 37500. | 0.64 | 92 41 |
| 6 | 9988 | 9990 | 46083. | 37500. | 1.23 | 92 41 |
| 6 | 9989 | 9987 | 24123. | 37500. | 0.64 | 92 41 |
| 6 | 9990 | 1619 | 46083. | 37500. | 1.23 | 92 31 |
| 6 | 9991 | 9989 | 24123. | 37500. | 0.64 | 92 41 |
| 6 | 9992 | 1577 | 46083. | 37500. | 1.23 | 92 31 |
| 6 | 9993 | 9991 | 24123. | 37500. | 0.64 | 92 31 |
| 6 | 9994 | 1596 | 21306. | 37500. | 0.57 | 92 31 |
| 6 | 9994 | 1598 | 24776. | 15707. | 1.58 | 71 31 |
| 6 | 9995 | 1581 | 24123. | 37500. | 0.64 | 92 31 |
| 6 | 9996 | 9998 | 24876. | 37500. | 0.66 | 12 41 |
| 6 | 9997 | 9995 | 24123. | 37500. | 0.64 | 92 31 |
| 6 | 9998 | 1599 | 24876. | 37500. | 0.66 | 12 41 |
| 6 | 9999 | 9997 | 24123. | 37500. | 0.64 | 92 41 |
| 6 | 10018 | 4491 | 23190. | 31413. | 0.74 | 79 41 |
| 6 | 10065 | 9957 | 42300. | 31413. | 1.35 | 79 41 |
| 6 | TOTALS | | 5768458. | 5346054. | 1.08 | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 7 | 1613 | 2462 | 5176. | 18750. | 0.28 | 98 | 31 |
| 7 | 2004 | 7854 | 125452. | 106174. | 1.18 | 21 | 32 |
| 7 | 2039 | 2051 | 37964. | 33392. | 1.14 | 25 | 42 |
| 7 | 2041 | 2057 | 32183. | 33392. | 0.96 | 25 | 12 |
| 7 | 2042 | 2058 | 23323. | 25044. | 0.93 | 38 | 43 |
| 7 | 2308 | 5113 | 52159. | 34348. | 1.52 | 24 | 31 |
| 7 | 2323 | 5092 | 54478. | 50544. | 1.08 | 25 | 31 |
| 7 | 2345 | 7717 | 73418. | 74478. | 0.99 | 92 | 31 |
| 7 | 2358 | 4084 | 130217. | 93098. | 1.40 | 12 | 41 |
| 7 | 2389 | 5103 | 64423. | 51978. | 1.24 | 24 | 31 |
| 7 | 3984 | 3987 | 13988. | 31413. | 0.45 | 79 | 11 |
| 7 | 3986 | 3985 | 117523. | 77174. | 1.52 | 11 | 11 |
| 7 | 4085 | 2362 | 127666. | 93098. | 1.37 | 12 | 41 |
| 7 | 4908 | 8529 | 73661. | 51978. | 1.42 | 24 | 41 |
| 7 | 5002 | 5198 | 25882. | 15707. | 1.65 | 75 | 11 |
| 7 | 5003 | 6430 | 110474. | 77174. | 1.43 | 11 | 11 |
| 7 | 5013 | 5014 | 13037. | 11522. | 1.13 | 45 | 11 |
| 7 | 5020 | 7446 | 11719. | 11914. | 0.98 | 38 | 11 |
| 7 | 5026 | 5027 | 29050. | 23608. | 1.23 | 45 | 11 |
| 7 | 5034 | 5037 | 15965. | 22174. | 0.72 | 64 | 11 |
| 7 | 5048 | 5046 | 28482. | 22174. | 1.28 | 64 | 11 |
| 7 | 5059 | 5060 | 29667. | 22174. | 1.34 | 64 | 11 |
| 7 | 5071 | 9724 | 72811. | 54663. | 1.33 | 25 | 11 |
| 7 | 5072 | 9724 | 85420. | 54663. | 1.56 | 25 | 11 |
| 7 | 5106 | 8379 | 16720. | 11522. | 1.45 | 45 | 31 |
| 7 | 5122 | 5123 | 23950. | 12870. | 1.86 | 37 | 31 |
| 7 | 5131 | 5132 | 78120. | 51978. | 1.50 | 24 | 41 |
| 7 | 5140 | 5141 | 52658. | 34348. | 1.53 | 24 | 41 |
| 7 | 5147 | 5148 | 23730. | 12870. | 1.84 | 37 | 31 |
| 7 | 5153 | 5154 | 69743. | 50544. | 1.38 | 25 | 41 |
| 7 | 5159 | 5160 | 47127. | 33392. | 1.41 | 25 | 41 |
| 7 | 5164 | 5166 | 61687. | 50544. | 1.22 | 25 | 31 |
| 7 | 5170 | 5171 | 41277. | 27130. | 1.52 | 36 | 41 |
| 7 | 5173 | 5180 | 20320. | 16086. | 1.26 | 33 | 41 |
| 7 | 5176 | 5177 | 42949. | 33392. | 1.29 | 25 | 31 |
| 7 | 6430 | 5209 | 110474. | 77174. | 1.43 | 11 | 11 |
| 7 | 7716 | 4482 | 102826. | 93098. | 1.10 | 92 | 31 |
| 7 | 8503 | 1613 | 5176. | 18750. | 0.28 | 98 | 31 |
| 7 | TOTALS | | 2050895. | 1614332. | 1.27 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 8 | 1553 | 2475 | 11641. | 54359. | 0.21 | 98 | 51 |
| 8 | 1561 | 6895 | 14911. | 54359. | 0.27 | 92 | 51 |
| 8 | 2146 | 2149 | 57968. | 51978. | 1.12 | 24 | 43 |
| 8 | 2171 | 2803 | 84216. | 74478. | 1.13 | 12 | 31 |
| 8 | 2213 | 2214 | 35343. | 31413. | 1.13 | 75 | 31 |
| 8 | 2236 | 2242 | 36651. | 31413. | 1.17 | 79 | 31 |
| 8 | 2252 | 2928 | 37253. | 24914. | 1.50 | 44 | 31 |
| 8 | 2269 | 2244 | 3869. | 15707. | 0.25 | 75 | 31 |
| 8 | 2270 | 2271 | 66581. | 55989. | 1.19 | 12 | 31 |
| 8 | 2280 | 2281 | 72933. | 55989. | 1.30 | 12 | 31 |
| 8 | 2438 | 1553 | 11641. | 54359. | 0.21 | 92 | 51 |
| 8 | 2477 | 1561 | 14911. | 54359. | 0.27 | 98 | 51 |
| 8 | 2509 | 2513 | 40861. | 36218. | 1.13 | 23 | 31 |
| 8 | 2558 | 2561 | 58984. | 54326. | 1.09 | 23 | 31 |
| 8 | 2565 | 2669 | 14543. | 11522. | 1.26 | 45 | 31 |
| 8 | 2660 | 2664 | 56986. | 51978. | 1.10 | 24 | 31 |
| 8 | 2804 | 2172 | 102124. | 74478. | 1.37 | 12 | 31 |
| 8 | 2807 | 3713 | 8375. | 13740. | 0.61 | 36 | 31 |
| 8 | 2811 | 2812 | 37372. | 34348. | 1.09 | 24 | 31 |
| 8 | 2819 | 2820 | 15540. | 9218. | 1.69 | 46 | 31 |
| 8 | 2824 | 2949 | 21520. | 12108. | 1.78 | 44 | 31 |
| 8 | 2831 | 3709 | 9621. | 12108. | 0.79 | 44 | 31 |
| 8 | 2832 | 2953 | 12335. | 9218. | 1.34 | 46 | 31 |
| 8 | 2844 | 2960 | 46017. | 34348. | 1.34 | 24 | 41 |
| 8 | 2850 | 4404 | 87482. | 63566. | 1.38 | 24 | 41 |
| 8 | 3706 | 3707 | 20426. | 11522. | 1.77 | 45 | 31 |
| 8 | 4911 | 4913 | 13387. | 19293. | 0.69 | 81 | 31 |
| 8 | 5365 | 5375 | 8411. | 19293. | 0.44 | 81 | 31 |
| 8 | 8261 | 8262 | 14865. | 11522. | 1.29 | 45 | 31 |
| 8 | TOTALS | | 1016766. | 1038123. | 0.98 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 9 | 3749 | 7534 | 21564. | 16086. | 1.34 | 41 | 41 |
| 9 | 3798 | 5974 | 41485. | 34348. | 1.21 | 24 | 41 |
| 9 | 4132 | 9915 | 73196. | 55989. | 1.31 | 12 | 31 |
| 9 | 4135 | 4133 | 72628. | 55989. | 1.30 | 12 | 31 |
| 9 | 4141 | 10064 | 32741. | 55989. | 0.58 | 99 | 31 |
| 9 | 4152 | 4153 | 50759. | 47120. | 1.08 | 75 | 31 |
| 9 | 4444 | 7901 | 88095. | 74478. | 1.18 | 92 | 31 |
| 9 | 5725 | 7894 | 62798. | 74478. | 0.84 | 92 | 31 |
| 9 | 5956 | 6038 | 28899. | 33260. | 0.87 | 23 | 51 |
| 9 | 5958 | 7370 | 10656. | 32956. | 0.32 | 41 | 31 |
| 9 | 5959 | 7223 | 17302. | 24914. | 0.69 | 44 | 31 |
| 9 | 5962 | 7330 | 26268. | 34348. | 0.76 | 24 | 31 |
| 9 | 5963 | 6050 | 9034. | 24914. | 0.36 | 44 | 31 |
| 9 | 5966 | 6054 | 43373. | 51978. | 0.83 | 24 | 31 |
| 9 | 5969 | 6063 | 33511. | 34348. | 0.98 | 24 | 31 |
| 9 | 6078 | 7373 | 37912. | 34348. | 1.10 | 24 | 31 |
| 9 | 6092 | 6093 | 36102. | 34348. | 1.05 | 24 | 31 |
| 9 | 6110 | 7950 | 45206. | 50544. | 0.89 | 25 | 41 |
| 9 | 6112 | 6116 | 26031. | 16086. | 1.62 | 33 | 31 |
| 9 | 6120 | 6121 | 41961. | 17174. | 2.44 | 32 | 32 |
| 9 | 6126 | 6178 | 26659. | 17174. | 1.55 | 32 | 32 |
| 9 | 7893 | 9840 | 18144. | 63392. | 0.29 | 21 | 51 |
| 9 | 7894 | 4442 | 62798. | 74478. | 0.84 | 92 | 31 |
| 9 | 7901 | 5730 | 66724. | 74478. | 0.90 | 92 | 31 |
| 9 | 8224 | 4149 | 65621. | 74478. | 0.88 | 92 | 31 |
| 9 | 8328 | 9840 | 15220. | 63392. | 0.24 | 21 | 51 |
| 9 | 9915 | 4136 | 73196. | 55989. | 1.31 | 12 | 31 |
| 9 | 10064 | 6087 | 32741. | 55989. | 0.58 | 92 | 31 |
| 9 | TOTALS | | 1160625. | 1283065. | 0.90 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME CAPACITY | OVER RATIO | F T | A T |
|----------------------|-------|--------|-----------------|-------------------|--------------------|---------------|--------|--------|
| 10 | 2218 | 2912 | 44304. | 36218. | 1.22 | | 23 | 31 |
| 10 | 2480 | 2293 | 65425. | 55989. | 1.17 | | 92 | 31 |
| 10 | 2487 | 5198 | 17813. | 11522. | 1.55 | | 45 | 31 |
| 10 | 2582 | 3857 | 88573. | 51978. | 1.70 | | 24 | 31 |
| 10 | 2610 | 7400 | 17315. | 11522. | 1.50 | | 45 | 31 |
| 10 | 2674 | 9900 | 83485. | 51978. | 1.61 | | 24 | 31 |
| 10 | 2676 | 9900 | 84914. | 51978. | 1.63 | | 24 | 31 |
| 10 | 2678 | 2679 | 78418. | 51978. | 1.51 | | 24 | 41 |
| 10 | 2798 | 2804 | 88518. | 74478. | 1.19 | | 12 | 41 |
| 10 | 2803 | 2797 | 65424. | 74478. | 0.88 | | 12 | 41 |
| 10 | 2919 | 2921 | 8872. | 11522. | 0.77 | | 45 | 31 |
| 10 | 2923 | 9769 | 15292. | 9218. | 1.66 | | 46 | 31 |
| 10 | 2927 | 9769 | 15296. | 9218. | 1.66 | | 46 | 31 |
| 10 | 3051 | 3054 | 20848. | 27826. | 0.75 | | 64 | 31 |
| 10 | 3053 | 3050 | 24829. | 27826. | 0.89 | | 64 | 31 |
| 10 | 3163 | 3167 | 48969. | 32652. | 1.50 | | 33 | 31 |
| 10 | 3166 | 3168 | 53267. | 51978. | 1.02 | | 24 | 31 |
| 10 | 3284 | 3286 | 50103. | 33392. | 1.50 | | 25 | 31 |
| 10 | 3382 | 7397 | 46848. | 25044. | 1.87 | | 38 | 31 |
| 10 | 3527 | 3531 | 38581. | 31609. | 1.22 | | 34 | 41 |
| 10 | 3529 | 7406 | 17360. | 11522. | 1.51 | | 45 | 41 |
| 10 | 3530 | 3526 | 19947. | 22761. | 0.88 | | 64 | 31 |
| 10 | 3927 | 8426 | 77801. | 55989. | 1.39 | | 12 | 31 |
| 10 | 3963 | 3989 | 74812. | 74478. | 1.00 | | 12 | 41 |
| 10 | 3990 | 4989 | 82230. | 74478. | 1.10 | | 12 | 41 |
| 10 | 4067 | 4070 | 33767. | 38587. | 0.88 | | 11 | 41 |
| 10 | 4068 | 5833 | 31110. | 38587. | 0.81 | | 11 | 41 |
| 10 | 4479 | 2479 | 65013. | 55989. | 1.16 | | 92 | 31 |
| 10 | 4584 | 7403 | 39168. | 32652. | 1.20 | | 33 | 31 |
| 10 | 4586 | 7401 | 50495. | 34348. | 1.47 | | 24 | 41 |
| 10 | 4719 | 4722 | 16290. | 15218. | 1.07 | | 34 | 41 |
| 10 | 4724 | 7840 | 38208. | 34348. | 1.11 | | 24 | 41 |
| 10 | 4870 | 7841 | 26965. | 23608. | 1.14 | | 45 | 41 |
| 10 | 4874 | 8063 | 33281. | 34348. | 0.97 | | 24 | 41 |
| 10 | 4984 | 4991 | 23263. | 12108. | 1.92 | | 44 | 31 |
| 10 | 4990 | 4996 | 9081. | 11522. | 0.79 | | 45 | 41 |
| 10 | 5007 | 8065 | 10633. | 15457. | 0.69 | | 63 | 31 |
| 10 | 5014 | 5006 | 10403. | 15457. | 0.67 | | 63 | 11 |
| 10 | 5182 | 5183 | 36767. | 32728. | 1.12 | | 33 | 41 |
| 10 | 5189 | 5201 | 17390. | 22761. | 0.76 | | 64 | 31 |
| 10 | 5194 | 5204 | 2863. | 15022. | 0.19 | | 64 | 21 |
| 10 | 5200 | 5188 | 11746. | 15022. | 0.78 | | 64 | 31 |
| 10 | 5203 | 5192 | 4467. | 15022. | 0.30 | | 64 | 21 |
| 10 | 5207 | 5196 | 2954. | 15022. | 0.20 | | 64 | 21 |
| 10 | 5434 | 5439 | 18337. | 22761. | 0.81 | | 64 | 41 |
| 10 | 5440 | 5437 | 18962. | 22761. | 0.83 | | 64 | 31 |
| 10 | 5441 | 8020 | 19907. | 22761. | 0.87 | | 64 | 41 |
| 10 | 5688 | 5689 | 36604. | 34348. | 1.07 | | 24 | 31 |
| 10 | 5840 | 5844 | 16977. | 16892. | 1.01 | | 24 | 31 |
| 10 | 5847 | 7377 | 31918. | 34348. | 0.93 | | 24 | 31 |
| 10 | 8425 | 3925 | 91985. | 55989. | 1.64 | | 12 | 31 |
| 10 | | TOTALS | 1927797. | 1659298. | 1.16 | | | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY RATIO | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|-------------------------------|--------|--------|
| 11 | 3669 | 6237 | 23235. | 21956. | 1.06 | 35 | 51 |
| 11 | 3811 | 6320 | 11039. | 9218. | 1.20 | 46 | 31 |
| 11 | 3814 | 6324 | 21038. | 16086. | 1.31 | 33 | 32 |
| 11 | 4336 | 6313 | 74674. | 50544. | 1.48 | 25 | 41 |
| 11 | 6244 | 7341 | 61051. | 51978. | 1.17 | 24 | 41 |
| 11 | 6253 | 6301 | 33112. | 34348. | 0.96 | 24 | 31 |
| 11 | 6299 | 8192 | 94986. | 111717. | 0.85 | 92 | 31 |
| 11 | 6326 | 9874 | 33838. | 17174. | 1.97 | 32 | 31 |
| 11 | 6329 | 7981 | 6651. | 9218. | 0.72 | 46 | 32 |
| 11 | 6358 | 9874 | 33869. | 17174. | 1.97 | 32 | 31 |
| 11 | 7986 | 7989 | 12798. | 9218. | 1.39 | 46 | 41 |
| 11 | 7995 | 7996 | 28022. | 13740. | 2.04 | 36 | 31 |
| 11 | 8193 | 2284 | 106791. | 111717. | 0.96 | 92 | 31 |
| 11 | TOTALS | | 541103. | 474088. | 1.14 | | |
| 12 | 2001 | 5331 | 30683. | 54326. | 0.56 | 23 | 44 |
| 12 | 2006 | 2007 | 124866. | 106174. | 1.18 | 21 | 32 |
| 12 | 2043 | 4473 | 24252. | 32652. | 0.74 | 33 | 31 |
| 12 | 2072 | 9736 | 116823. | 111978. | 1.04 | 12 | 31 |
| 12 | 2074 | 9737 | 89403. | 111978. | 0.80 | 12 | 31 |
| 12 | 2108 | 3569 | 57847. | 51978. | 1.11 | 24 | 31 |
| 12 | 2148 | 8175 | 66792. | 63566. | 1.05 | 24 | 43 |
| 12 | 2156 | 8154 | 41905. | 111978. | 0.37 | 17 | 31 |
| 12 | 3213 | 3214 | 35769. | 34348. | 1.04 | 24 | 31 |
| 12 | 5848 | 5849 | 38775. | 54326. | 0.71 | 23 | 32 |
| 12 | 9729 | 9736 | 9563. | 15707. | 0.61 | 73 | 31 |
| 12 | 9730 | 9733 | 13859. | 15707. | 0.88 | 73 | 31 |
| 12 | 9731 | 9736 | 107260. | 111978. | 0.96 | 12 | 31 |
| 12 | 9731 | 9737 | 94354. | 111978. | 0.84 | 12 | 31 |
| 12 | 9733 | 9731 | 13859. | 15707. | 0.88 | 73 | 31 |
| 12 | TOTALS | | 866010. | 1004381. | 0.86 | | |

HIGHWAY EVALUATION -- YEAR/ALT (c30) -- SCREENLINE SUMMARIES

| SCREENLINE NUMBER | ANODE | BNODE | TOTAL VOLUME | TOTAL CAPACITY | VOLUME OVER CAPACITY | F T | A T |
|----------------------|--------|-------|-----------------|-------------------|----------------------------|-------------|--------|
| 13 | 2155 | 8461 | 49060. | 55989. | 0.88 | 92 | 32 |
| 13 | 2452 | 8460 | 52326. | 55989. | 0.93 | 92 | 32 |
| 13 | 3666 | 6371 | 23523. | 34392. | 0.68 | 32 | 32 |
| 13 | 6364 | 6366 | 14068. | 25000. | 0.56 | 43 | 51 |
| 13 | 6367 | 6368 | 13420. | 24696. | 0.54 | 43 | 31 |
| 13 | 6371 | 7998 | 22256. | 20544. | 1.08 | 36 | 51 |
| 13 | 6433 | 8377 | 16868. | 13740. | 1.23 | 36 | 31 |
| 13 | 6489 | 7491 | 10317. | 12260. | 0.84 | 43 | 32 |
| 13 | 6492 | 6546 | 37337. | 34348. | 1.09 | 24 | 42 |
| 13 | 6501 | 6503 | 50202. | 32652. | 1.54 | 33 | 31 |
| 13 | 6558 | 6559 | 13177. | 15326. | 0.86 | 42 | 31 |
| 13 | 6562 | 6563 | 7551. | 9218. | 0.82 | 46 | 32 |
| 13 | 6568 | 6611 | 110. | 12500. | 0.01 | 43 | 51 |
| 13 | 8460 | 2120 | 52326. | 55989. | 0.93 | 92 | 32 |
| 13 | 8461 | 2454 | 49060. | 55989. | 0.88 | 92 | 32 |
| 13 | TOTALS | | 411602. | 458632. | 0.90 | | |
| 99 | TOTALS | | 248452704. | 243719728. | 1.02 | SCREEN LINE | 99 |

```

*****   *****   ***   ****   ****   ***   ****   ****   ***   ****   ***   ****
*       *       *   *       *       *       *       *       *       *       *       *
***   *       *   ****   *       *       *       *       *       *       *       *
       *       *   *   *       *       *       *       *       *       *       *
****   *       *   *       *       *       *       *       *       *       *       *

```

| | |
|------------------------------------|-----------|
| TOTAL NUMBER OF LINKS | 8814 |
| TOTAL SYSTEM MILES | 2017.68 |
| TOTAL LANE MILES | 6429.50 |
| TOTAL DIRECTIONAL MILES | 3434.56 |
| TOTAL VMT USING VOLUMES | 64487544 |
| TOTAL VMT USING CAPACITY | 65309564 |
| TOTAL VMT V/C | 0.99 |
| TOTAL VHT USING VOLUMES | 3970069 |
| TOTAL VHT USING CAPACITY | 3272178 |
| TOTAL VHT V/C | 1.21 |
| TOTAL VOLUMES ALL LINKS | 270567456 |
| AVERAGE TOTAL VOLUME | 30697.46 |
| TOTAL VMT ALL LINKS | 64487544 |
| TOTAL VHT ALL LINKS | 3970069 |
| TOTAL ORIGINAL SPEED (MPH) | 33.96 |
| TOTAL CONGESTED SPEED (MPH) | 19.48 |
| TOTAL ACCIDENTS | 265.19 |
| TOTAL INJURIES | 170.02 |
| TOTAL FATALITIES | 0.99 |
| TOTAL CO EMISSIONS (KILOGRAMS) | 1720569 |
| TOTAL HC EMISSIONS (KILOGRAMS) | 111402 |
| TOTAL NO EMISSIONS (KILOGRAMS) | 127408 |
| TOTAL FUEL USE | 4035630 |
| TOTAL NEW LANE MILEAGE | 0 |
| TOTAL CONSTRUCTION COST (X \$1000) | 0 |

| | |
|---|------------|
| TOTAL ACCIDENT COST (DOLLARS) | 6739382 |
| TOTAL USERS COST (DOLLARS) | 26439752 |
| TOTAL MAINTENANCE COST (DOLLARS) | 815160 |
| TOTAL DELAY DUE TO CONGESTION (VEH-HRS) | 2263422.75 |

APPENDIX J

LETTERS FROM EPA AND FHWA/FTA RECOMMENDING APPROVAL OF PREVIOUS TIP CDR



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

AUG 11 2004

4APT-APB

Ms. Sabrina David
Planning and Intermodal Coordinator
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301

Dear Ms. David:

Thank you for your letter dated July 12, 2004, requesting our review of the transportation conformity determination for Miami-Dade County's Fiscal Year (FY) 2005-2009 Transportation Improvement Program (TIP) by August 12, 2004. The Miami-Dade County Metropolitan Planning Organization has certified that the TIP is a subset of the conforming 2025 Long Range Transportation Plan (LRTP) for this area. We have completed our review, and recommend a finding of conformity for the FY2005-2009 TIP.

Our review concluded that the five primary criteria (62 FR 43779) of the conformity rule have been met. These criteria include the following: use of the latest planning assumptions, use of the latest emissions model, use of appropriate consultation procedures, consistency with the mobile source emission budgets in the State Implementation Plan (SIP), and provisions for timely implementation of transportation control measures in the SIP.

Thank you once again for the opportunity to comment on the transportation conformity determination for Miami-Dade County's FY 2005-2009 TIP. We look forward to the review of the Miami-Dade County LRTP update this winter. If you have any questions regarding this letter, please contact Ms. Lynorae Benjamin of the Environmental Protection Agency Region 4 staff at (404) 562-9040.

Sincerely,


Kevin Smith
Acting Chief
Air Quality Modeling
and Transportation Section

cc: Hiram Walker, FTA Region 4
Brian Pessaro, FDOT



Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, Florida 32303
(850) 942-9650

Federal Transit Administration
Region 4 Office
61 Forsyth Street, S.W., Suite 17T50
Atlanta, Georgia 30303
(404) 562-3500

September 30, 2004

Mr. José Abreu
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

Dear Mr. Abreu:

Subject: Fiscal Year (FY) 2005 Statewide Transportation Improvement Program (STIP)

The following is in response to the Department's letters dated **June 28 and August 31, 2004**, which transmitted for our review the FY 04/05 – 08/09 Transportation Improvement Programs (TIPs) for Florida's 26 Metropolitan Planning Organizations (MPOs) and Florida's FY 05 STIP, respectively. Our various metropolitan and statewide planning process findings and actions are summarized below:

1. Metropolitan Transportation Planning Processes, TIPs and Transportation Conformity Determinations on Florida's One-Hour Ozone "Maintenance Area" TIPs:

Based upon our review of the annual "self-certification" statements jointly developed between each of the MPOs and the Department and our joint certification reviews of Transportation Management Areas during 2004, we hereby determine that the FY 04/05 – 08/09 TIPs developed and adopted by each of Florida's 26 MPOs are based on a continuing, cooperative, and comprehensive planning process. We also hereby conclude that the content and elements of each of the TIPs generally satisfy the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 450 (Subpart C) and 49 CFR Part 613 (Subpart C).

The FY 04/05 – 08/09 TIPs developed and adopted by Florida’s six one-hour ozone “maintenance area” MPOs (Broward, Hillsborough, Pinellas, Palm Beach, First Coast, and Miami-Dade) conformity determinations must be issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in cooperation with the Regional Office of the U.S. Environmental Protection Agency (EPA). As reflected in EPA’s recent comment letters (see enclosures), we hereby issue the FHWA/FTA conformity determinations on each of these FY 04/05 – 08/09 TIPs, pursuant to the transportation conformity requirements of Section 176(c) of the 1990 Clean Air Act Amendments and 40 CFR Parts 51 and 93.

2. Statewide Transportation Planning Process and the STIP:

23 U.S.C. 135(f)(4) and 23 CFR 450.220(b) require that the FHWA/FTA approval of the STIP include a finding that the process from which the STIP was developed is consistent with the provisions of 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 – 5305. Since 1995, an “annual assessment” of various aspects of the statewide transportation planning process has been a key source of information in supporting this FHWA/FTA statewide planning finding. On July 21 and August 27, 2004, meetings were conducted with various members of your staff to discuss Florida’s statewide transportation planning process.

Enclosed for your reference and information is a copy of the summary report that concludes that the statewide transportation planning process satisfies the above requirements.

In summary, our review of the STIP, TIPs, and supporting documentation concludes that the FY 05 STIP satisfactorily addresses the process and content requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5305, 23 CFR Part 450 (Subparts B and C) and 49 CFR Part 613 (Subparts B and C).

Therefore, based on the above, Florida’s FY 05 STIP is hereby approved.

Over the next year, we look forward to continuing our coordination with the Department, the MPOs, the local/regional transit service providers, and Florida’s other transportation stakeholders in further implementing the various transportation planning and environmental provisions of Federal reauthorization.

If you have any questions, please contact Ms. Sabrina David, AICP at (850) 942-9650, extension 3008 or Mr. Roger Krahel at (404) 562-3507.

Sincerely,

/S/Sabrina David, AICP
Robert S. Wright
Acting Division Administrator
Federal Highway Administration

/S/Roger N. Krahel
Hiram Walker
Regional Administrator
Federal Transit Administration

Enclosure(s)

cc: Ms. Kay T. Prince, EPA Region 4 (w/enclosure)
Mr. Lowell Clary, FDOT, MS-57 (w/enclosure)
Ms. Ysela Llort, FDOT, MS-57 (w/enclosure)
Mr. Kevin Thibault, MS-57 (w/enclosure)
Mr. Marion Hart, FDOT, MS-57 (w/enclosure)
Mr. James Jobe, FDOT, MS-21 (w/enclosure)
Mr. Robert Romig, FDOT, MS-28 (w/enclosure)
Mr. Howard Glassman, MPOAC, MS-28B (w/enclosure)
Mr. Stan Cann, FDOT, District 1 (w/enclosure)
Mr. Aage Schroder, FDOT, District 2 (w/enclosure)
Mr. Edward Prescott, FDOT, District 3 (w/enclosure)
Mr. Rick Chessier, FDOT, District 4 (w/enclosure)
Mr. George Gilhooley, FDOT, District 5 (w/enclosure)
Mr. John Martinez, FDOT, District 6 (w/enclosure)
Mr. Ken Hartmann, FDOT, District 7 (w/enclosure)
Mr. Jim Ely, Turnpike Enterprise (w/enclosure)

The following individuals on the below distribution list were sent electronic copies of the letter w/enclosures.

Mr. Bob Kamm, Brevard County MPO (w/enclosure)
Mr. Roger Del Rio, Broward County MPO (w/enclosure)
Mr. Mark Gamula, Charlotte County- Punta Gorda MPO (w/enclosure)
Mr. Johnny Limbaugh, Collier County MPO (w/enclosure)
Ms. Denise Bunnewith, First Coast MPO (w/enclosure)
Mr. Marlie Sanderson, Gainesville MPO (w/enclosure)
Mr. Dennis Dix, Hernando County MPO (w/enclosure)
Ms. Lucie Ayer, Hillsborough County MPO (w/enclosure)
Mr. Phil Matson, Indian River County MPO (w/enclosure)
Mr. Glen Ahlert, Lee County MPO (w/enclosure)
Mr. Michael Moore, Martin County MPO (w/enclosure)
Mr. Harold Barley, METROPLAN Orlando (w/enclosure)
Mr. Jose Luis Mesa, Miami-Dade County MPO (w/enclosure)
Mr. Randy Whitfield, Palm Beach MPO (w/enclosure)
Mr. Greg Slay, Ocala-Marion County TPO (w/enclosure)
Mr. Mike Ziegler, Okaloosa-Walton, Bay, and Florida-Alabama TPOs (w/enclosure)
Mr. Dough Uden, Pasco County MPO (w/enclosure)
Ms. Sarah Ward, Pinellas County MPO (w/enclosure)
Mr. Tom Deardorff, Polk TPO (w/enclosure)
Mr. Mike Guy, Sarasota-Manatee MPO (w/enclosure)
Ms. Cheri Fitzgerald, St. Lucie MPO (w/enclosure)
Mr. Jack Kostrzewa, Tallahassee-Leon County MPO (w/enclosure)
Mr. Karl Welzenbach, Volusia County MPO (w/enclosure)
Mr. Brian Pessaro, FDOT OPP (w/enclosure)
Mr. Kathy Neill, FDOT OPP (w/enclosure)
Mr. Rob Magee, FDOT OPP (w/enclosure)
Ms. Carolyn Ismart, FDOT EMO (w/enclosure)
Mr. Warren Merrell, FDOT Systems Planning (w/enclosure)
Mr. James Golden, FDOT Statistics (w/enclosure)
Ms. Kathleen Busenbark, EOO (w/enclosure)
Mr. Ben Walker, District 1 (w/enclosure)
Mr. Mike Rippe, District 1 Southwest Area Office (w/enclosure)
Mr. James Bennett, District 2 (w/enclosure)
Mr. Denny Wood, District 3 (w/enclosure)
Ms. Nancy Ziegler, District 4 (w/enclosure)
Mr. Gus Schmidt, District 4 (w/enclosure)
Ms. Susan Sadighi, District 5 (w/enclosure)
Mr. John Zalinski, District 5 (w/enclosure)
Mr. Raphael Dearazoza, District 6 (w/enclosure)
Mr. Bob Clifford, District 7 (w/enclosure)
Mr. Randy Fox, Turnpike Enterprise (w/enclosure)

APPENDIX K

LETTER FROM FHWA APPROVING PREVIOUS LRTP CDR



U. S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Florida Division
227 N. Bronough Street, Suite 2015
Tallahassee, Florida 32301
(850) 942-9650



March 14, 2002

IN REPLY
REFER TO: HPR-FL

Honorable Gwen Margolis, Chairperson
Miami-Dade Metropolitan Planning Organization
Stephen P. Clark Center
111 NW First Street, Suite 910
Miami, Florida 33128

Dear Honorable Margolis:

Subject: Federal Highway Administration/Federal Transit Administration (FHWA/FTA) Transportation Conformity Determination of the Miami-Dade Metropolitan Planning Organization's (MPO's) Year 2025 Long-Range Transportation Plan (LRTP) Update and Fiscal Year (FY) 2001/2002 – 2005/2006 Transportation Improvement Program (TIP)

The following is in response to the Miami-Dade MPO's recent development and adoption of its Year 2025 LRTP Update. Upon our review of the subject documentation, the FHWA/FTA hereby determine that the MPO's Year 2025 LRTP Update and FY 2001/02 – 2005/06 TIP satisfactorily address the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 450 (Subpart C), and 49 CFR Part 613 (Subpart C). Moreover, following coordination with the Regional Office of the U.S. Environmental Protection Agency (EPA), we hereby determine that the *Cost Feasible Element* of the MPO's Year 2025 LRTP Update conforms with the air quality State Implementation Plan pursuant to Section 176(c) of the 1990 Clean Air Act Amendments and 40 CFR Parts 51 and 93. A copy of the EPA's recent concurrence letter is enclosed for your information.

The MPO and the area's various transportation-planning partners (e.g., the Florida Department of Transportation, Miami-Dade Transit Agency, the Florida Department of Environmental Protection, and the Miami-Dade County Department of Environmental Protection Agency) are commended for the

Honorable Gwen Margolis, Chairperson
March 14, 2002

2

continued efforts to cooperatively improve the quality of the area's planning process and resulting products, including the Year 2025 LRTP Update. Please note that the LRTP must be updated at least every three years by MPOs located in air quality "nonattainment" and "maintenance" areas.

Sincerely,

/s/Sabrina David
For: James E. St. John
Division Administrator

Enclosure

cc: Mr. José Abreu, FDOT (District 6), w/enclosure
Ms. Ysela Llort, FDOT (MS-57), w/enclosure
Mr. Howard Glassman, MPOAC (MS-28B), w/enclosure
Mr. Jerry Franklin, FTA (Region 4), w/enclosure
Ms. Kay Prince, EPA (Region 4)

APPENDIX L
AIR QUALITY NEWSLETTER



Air Quality NEWSLETTER



AIR QUALITY AND THE LONG RANGE TRANSPORTATION PLAN

EXTRA, EXTRA..... NEW AIR QUALITY STANDARDS!!!



The United States Environmental Protection Agency (USEPA) has determined if air quality areas were designated today, the entire State of Florida would be in attainment for both the existing 1-hour and proposed 8-hour National Ambi-

The 8-hour standard is more representative of conditions occurring over a long-term exposure. For Miami-Dade County this is extremely critical as the local tourist industry relies upon the attractiveness of outdoor activities.

Ozone is a colorless and highly irritating gas formed by a chemical reaction between air pollutants that are often found over urban areas on hot summer days in the presence of sunlight. Two common air pollutants, nitrogen oxide (NO_x) and volatile organic compounds (VOC) react with each other to produce ground-level ozone.

bient Air Quality Standards (NAAQS). The USEPA is currently transitioning to the new 8-hour ozone and fine particulate matter ($\text{PM}_{2.5}$) national ambient air quality standards to amend the transportation conformity rule. The proposed rule was released in November and the final implementation plan will be in place after January 2004. Attainment and nonattainment areas for ozone and particulate matter will be designated by the EPA in April 2004 and December 2004, respectively.

Miami-Dade County, a maintenance area for air quality, would still be subject to conformity for a statutory one-year grace period after designation by the new standards. Conformity will not be required for either the 1-hour nonattainment or 1-hour maintenance areas after the one-year grace period when the standard is revoked.

The goal of the new standard is to better account for the effects on public health in an effort to reduce the amount of time people spend breathing elevated levels of air pollutants. The new standard is based on averaging air quality measurements over 8-hour blocks of time (any 8-hour block) for a three year period, instead of the 1-hour blocks of time mandated by the current standard. By focusing on the actual monitored concentrations instead of focusing attention on the number of days that the standard is exceeded (regardless of the level that the standard is exceeded) will provide better information of the effects on

Air Quality in Miami-Dade County

The U.S. Environmental Protection Agency (USEPA), in 1990, adopted specific amendments to the Clean Air Act that allowed the USEPA to classify areas according to the severity of the pollution problem. In 1991, Miami-Dade County was classified to be a Moderate Non-Attainment Area according to national standards for ozone.

By 1995, emission levels had been reduced which allowed Miami-Dade County to be redesignated as a Maintenance Area for air quality. This redesignation requires Miami-Dade County to show conformance to the National Ambient Air Quality Standards (NAAQS) through its Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP). An area that is designated (or redesignated) as a Maintenance Area must then monitor emissions for a twenty-year period to show conformance to the NAAQS.



Air Quality

NEWSLETTER

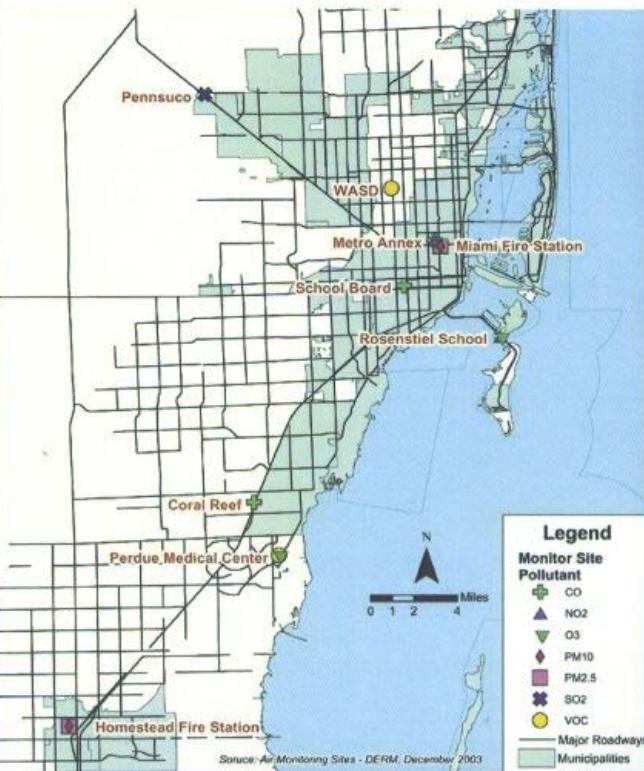
WHAT CAN YOU DO?

- Come to the MPO's Citizen Transportation Advisory Committee (CTAC) meetings. Sign up to serve on the CTAC board. For more information, call the MPO at **(305) 375-4507** and ask for Elizabeth Rockwell.
- Ride Metrobus, Metrorail, or TriRail; for more information on how to use these systems call the Miami-Dade Transit Authority's Customer Service Line at **(305) 770-3131**.
- Carpool or utilize flex time/hours at your work, for more information on carpooling contact the South Florida Services' Customer Service Line at **1-800-234-RIDE**.
- Walk or bike for short trips.
- Encourage others to consider their impacts on our air quality.
- Keep track of the South East Air Coalition for Outreach Alliance whose mission is to promote air quality programs and awareness. This alliance includes public and private organizations.

The conformity proposal, for the new 8-hour ozone and PM2.5 air quality standards, from USEPA is available for public inspection and comment at the following Internet site:

<http://www.epa.gov/otaq/transp/conform/con-reg.htm>

Miami-Dade County Air Quality Monitor Sites



Air Monitoring Sites

Air monitoring sites were set up to ensure compliance with the 1990 Clean Air Act Amendments with in the Southeast Florida Airshed. The validated air monitoring data demonstrated conformance with the NAAQS and enabled the Southeast Florida Airshed to be redesignated to maintenance status in 1995.

There are currently eight (8) ambient air monitoring stations located throughout Miami-Dade County. The criteria pollutants, as defined by the Clean Air Act as ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), particulates (PM10 and PM2.5), and sulfur dioxide (SO_2), are monitored to protect the public welfare and public health of the people of Miami-Dade County. The map below shows the location of each air monitoring station and identifies the pollutant monitored.

Visit us Online: <http://www.miamidade.gov/mpo>

The Southeast Florida Airshed

The Southeast Florida Airshed is made up of the tri-county area comprised of Broward, Miami-Dade, and Palm Beach counties. An airshed is a geographic area where air quality is influenced by similar sources, meteorology and terrain conditions.

Growing Together

Based on the 2000 Census, parts of Miami-Dade, Broward, and Palm Beach counties were designated as a single urbanized area. Due to the size and complexity of the Metropolitan Planning Organization (MPO) planning areas located in this urbanized area, three separate MPOs will be maintained with a stronger regional coordinated planning process emphasizing a coordinated project prioritization and selection process, regional public involvement, and coordinated air quality planning.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The CMAQ program provides funds for surface transportation and other related projects that improve air quality and reduce congestion. Historically, the CMAQ funding for Miami-Dade has been utilized to provide programs that include bike/pedestrian programs, ride-sharing, ITS projects, and expansion of the transit system. When Miami-Dade County is designated as an attainment area under the new 8-hour NAAQS it still unclear what will happen to these funds.

Southeast District of the Department of Environmental Protection

The Southeast District of the Department of Environmental Protection has formed a Southeast Air Coalition for Outreach (SEACO), which consists of partnerships of public and private organizations. SEACO was tasked to improve air quality within Palm Beach, Broward and Miami-Dade Counties. Their mission is "to promote air quality programs and awareness by forming a multi agency and cross media council."

SEACO will assist other outreach programs through public awareness programs and education. Their focus is to reach more people through coordinated efforts of the three counties and their pooled resources.

For more information contact the US Environmental Protection Agency's website: <http://www.epa.gov>

Air Quality NEWSLETTER



DID YOU KNOW?

Volatile Organic Chemicals (VOCs) are "Organic chemicals that contain the element carbon; VOCs include gasoline, industrial chemicals such as benzene, solvents such as toluene and xylene, and tetrachloroethylene. Many volatile organic chemicals are also hazardous air pollutants; for example, benzene causes cancer." (USEPA website)

Nitrogen Oxides (NO_x) "are produced from burning fuels, including gasoline and coal. Nitrogen Oxides are smog formers, which react with VOCs to form smog. NO_xs are also major components of acid rain." (USEPA website)

Carbon Monoxide (CO) is an odorless, colorless poisonous gas produced by the incomplete combustion of fuels. Vehicle exhaust is the main source of carbon monoxide in the atmosphere and is found mainly along major roads and intersections.

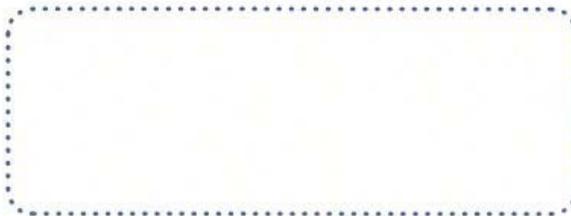
Particulate Matter are small air pollutant particles in the air including soot, dust, dirt, fly ash and small liquid drops. PM10 includes particles with a diameter of 10 micrometers or less and PM2.5 (fine particles) includes particles less than 2.5 micrometers in diameter.

Sulfur Dioxide (SO₂) is a colorless reactive gas emitted from burning or processing fossil fuels and coal.

TEA-21 Reauthorization: Congress has approved legislation that authorizes a 5-month extension of TEA-21. This extension provides for 5/12 of the expected funding for existing programs for the new fiscal year beginning October 1, 2003. The extension also provides for the necessary time to finalize legislation for the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003, (SAFETEA) which is the reauthorization of TEA-21 for the next 6-year period from 2004-2010.

www

For this document in accessible format, please call (305) 375-4507



Metropolitan Planning Organization
111 N.W. First Street, Suite 910
Miami, FL 33128
Phone: (305) 375-4507 • Fax: (305) 375-4950
Website: www.miamidade.gov/mpo



PLACE
HERE
US POSTAGE

The cover features a yellow rectangular area in the center with a white border. At the top of this area are four icons: a car, a bicycle, an airplane, and a bus. Below these icons, the word "Air" is written in a large, bold, blue serif font, and "Quality" is written in a larger, bold, blue sans-serif font. Underneath "Quality" is the word "NEWSLETTER" in a smaller, blue sans-serif font. At the bottom of the yellow area, the text "MIAMI DADE LONG RANGE TRANSPORTATION PLAN" is printed in a small, black, sans-serif font. The background of the entire page is a light blue sky with white clouds.

APPENDIX M

YEAR 2030 LRTP PUBLIC INVOLVEMENT BROCHURES



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED.



Summer 2004

Planning Our Transportation Future



UPDATING THE PLAN

The draft **Miami-Dade Transportation Plan to the Year 2030** (the Plan) is being developed to guide federal, state, and local transportation expenditures between now and 2030. This comprehensive plan will consist of highway, transit, bicycle, and pedestrian improvements.

The Plan development process involves months of technical work and public involvement activities. At present, the Plan is being developed through the use of a detailed travel demand forecasting model and other analytical tools, the results of which are evaluated by the Miami-Dade MPO's Transportation Planning Council.

The travel demand forecasting model considers:

- current system of roadway and transit facilities;
- current population and employment;
- current traffic and transit ridership;
- future land use, population, and employment; and
- future traffic and transit ridership.

The Transportation Planning Council, before making its recommendation, considers:

- the results of the travel demand forecasts;
- historic preservation and right-of-way constraints;
- air quality, environmentally sensitive areas, and natural resources;
- future, anticipated financial capability; and
- the concerns and desires of the community.

Currently, a list of projects, or Needs Plan, is being developed to identify all transportation facility improvements that will be "needed"



through the Year 2030 to meet the area's projected transportation requirements, regardless of project cost. The Needs Plan will include projects from all modes of transportation and will be developed through input from citizens, local governments, Florida Department of Transportation, and local and regional transportation agencies. A Financial Resources analysis is also being conducted to project the anticipated funding available to design and construct the projects.

Finally, a Cost Feasible Plan will be developed that depicts those major capital improvement projects the County can reasonably expect to afford. The Cost Feasible Plan will represent the highest priority projects from the Needs Plan that are within the financial capabilities of Miami-Dade County. In the next few months, draft copies of the Cost Feasible Plan will be developed.



Plan de Transporte para Miami-Dade hasta el año 2030

iPARTICIPÉ!



Verano del 2004

Estamos planificando el futuro del transporte



ACTUALIZACIÓN DEL PLAN

Se está preparando el **Plan de Transporte para Miami-Dade hasta el año 2030**, que impondrá directrices para los gastos que se efectúen en el área de transporte en Miami-Dade hasta el año 2030. Este plan maestro comprenderá obras que mejorarán las autopistas, el transporte público, así como la infraestructura para ciclistas y peatones.

El proceso para elaborar el plan lleva meses de trabajo técnico y de actividades de participación ciudadana. Para llevar a cabo el plan, se está utilizando un modelo detallado para pronosticar la demanda de viajes, así como otros recursos de análisis. El Concejo de Planificación del Transporte, conformado por representantes estatales, representantes de agencias tanto regionales como locales y ciudadanos, evalúa los resultados del proceso de análisis antes mencionado.

El modelo para pronosticar la demanda de viajes considera:

- El sistema actual de vías públicas y equipos de transporte público;
- La población y los empleos actuales;
- El tránsito y los usuarios del transporte público actuales;
- El uso de los terrenos, la población y los empleos futuros; y
- El tránsito y los usuarios del transporte público en el futuro.

Para llegar a una recomendación, el Concejo de Planificación del Transporte considera:

- Los resultados de los pronósticos de demanda de viajes;
- Las restricciones a la luz de la conservación histórica y las franjas públicas;
- Los recursos naturales, la calidad del aire y las zonas ecológicas protegidas;
- La capacidad financiera prevista para el futuro; y
- Las sugerencias y los deseos de la comunidad.



Para satisfacer las necesidades de transporte en la zona, independientemente del costo de los proyectos, se está preparando una lista de proyectos, o "plan de necesidades", con el objeto de identificar todas las obras en el área de transporte que deberán realizarse hasta el año 2030. El plan de necesidades, que incluirá proyectos para todos los medios de transporte, se confeccionará teniendo en cuenta la opinión de los ciudadanos, los gobiernos locales, las agencias de transporte y el Departamento de Transporte de la Florida. También, se está llevando a cabo un análisis de recursos financieros para proyectar la financiación disponible para el diseño y la construcción de los proyectos.

Por último, se preparará un plan de costos viables, el que describe los proyectos de obras de capital más importantes que se prevé que el Condado podrá costear. El plan de costos viables representará los proyectos prioritarios del plan de necesidades que estén dentro de la capacidad financiera del Condado de Miami-Dade. En los próximos meses, se confeccionará un borrador de ese plan.



Plan Transpòtasyon Miami-Dade Jiska Lane 2030

PATISIPE.



Ete 2004

Planifikasyon Avni Transpòtasyon Nou



METE PLAN AN AJOU

Chema Plan Transpòtasyon Miami-Dade pou Ane 2030 ap devlope pou gide depans transpòtasyon lokal, eta, federal de kounyeyan a 2030. Plan byen detaye sa a va gen yen ladan li amelyorasyon pou otowout, transpò piblik, wout bisiklèt ak pyeton.

Pwosesis devlopman Plan an genyen ladan li de mwa travay teknik ak aktivite patisipasyon piblik. Kounyeyan, devlopman Plan an ap fèt apati de divès demann deplasman byen detaye baze sou de modèl previzyon ak lòt zouti pou analize travay lan. Rezulta sa yo evalye pa Konsèy Planifikasyon Transpòtasyon an ki gen manm ki fè pati reprezantan eta, reyjonal ak ajans lokal epi senp sitwayen.

Modèl previzyon demann deplasman an pran an konsiderasyon:

- lokal transpò piblik yo ak sistèm wout aktyèl yo;
- anplwa ak popilasyon aktyèl la;
- kantite aktyèl vwayajè transpò piblik epi sikilasyon aktyèl lan;
- sèvis teren, popilasyon, ak anplwa nan lavni; epi
- kantite vwayajè transpò piblik nan lavni epi sikilasyon nan lavni.

Konsèy Planifikasyon Transpòtasyon an, anvan li bay rekòmandasyon liyo, pran an konsiderasyon:

- rezulta previzyon demann deplasman yo;
- prezèvasyon istorik ak kontrent dwa pasaj yo;
- kalite lèzè, zòn anviwonnan sansib yo, ak resous natirèl yo;
- kapasite finansye antisipe pou lavni; epi
- dezi ak tèt chaje kominate an.



Aktyèlman, yon lis pwojè, oswa Bezwen Plan yo, ap devlope pou idantifye tout fòm amelyorasyon lokal transpòtasyon ke yo pral "bezwen" pandan ane 2030 lan pou ranpli ekzijans transpòtasyon pwojè pou zòn fè lan, san sè regadan sou pri pwojè an. 'Bezwen' Plan yo va enkli pwojè tout fòm transpòtasyon epi va devlope de patisipasyon sitwayen yo, gouvnènman lokal yo, Depatman Transpòtasyon Florid, ak ajans transpòtasyon yo. Yon analiz Resous Finansye ap mennen tou pou pwojè fon lajan disponib pou desinen ak konstwi pwojè yo.

Finalman, yon Plan Frè Reyalizab va devlope pou montre pwojè amelyorasyon pi enpòtan yo ke yo va atann aske Konte an kapab peye. Plan Frè Reyalizab la va prezante pwojè priyorité yo ki nan Bezwen Plan yo ki tonbe nan kapasite finansye Konte Miami-Dade. Nan pwochen mwa a veni yo, yon kopi chema Plan Frè Reyalizab la pral devlope.



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED.

Summer 2004



Beach/CBD

Planning Our Transportation Future



BEACH/CBD TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 32% in the Beach/CBD Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The Beach/CBD Transportation Planning Area includes the barrier islands along Biscayne Bay, parts of northeast Miami-Dade County, and the Miami Central Business District (CBD). Communities that are a part of this area include downtown Miami and the cities of Miami Beach, North Bay Village and Aventura and the towns of Golden Beach, Surfside, Bal Harbour, Indian Creek Village, and Bay Harbor Islands. The Beach/CBD Transportation Planning Area also includes sections of the cities of Miami, North Miami, and North Miami Beach; sections of the Villages of Biscayne Park and Miami Shores; and the neighborhoods of Little Havana and the Roads areas of the City of Miami. The Beach/CBD Planning Area is unique as it is traversed by seven causeways linking the mainland to the Beach Area.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, *Miami-Dade Transportation Plan to the Year 2030*, at 111 N.W. First Street, Suite 910, Miami, Florida 33128.
Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mpo@miamidade.gov



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED.

Summer 2004



Planning Our Transportation Future



CENTRAL TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 28% in the Central Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The Central Transportation Planning Area in Miami-Dade County includes the area east of SW 76th Avenue, south of SW 30th Street to generally west of NW 37th Avenue, and north of SW 136th Street. This area includes the cities of South Miami and Miami Springs, and the villages of Key Biscayne, Pinecrest, and Virginia Gardens as well as sections of the cities of Hialeah, Coral Gables, and Miami. The Central Area is traversed by several of Miami-Dade's most important transportation corridors, including the SR-826/Palmetto Expressway, the SR-836/East-West Expressway, US-1/South Dixie Highway, Okeechobee Road, SW 8th Street/Tamiami Trail, Flagler Street, and Le Jeune Road.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, *Miami-Dade Transportation Plan to the Year 2030*, at 111 N.W. First Street, Suite 910, Miami, Florida 33128.
Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mpo@miamidade.gov



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED.

Summer 2004



Planning Our Transportation Future



NORTH TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 32% in the North Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The North Transportation Planning Area includes the portion of Miami-Dade County south of the Broward/Miami-Dade County Line, east of NW 52nd Avenue and NW 37th Avenue (connected by Gratigny Parkway), north of NW North River Drive/MacArthur Causeway, and west of Biscayne Bay. This area includes major sections of the cities of Miami Gardens, Opa-Locka, Miami, North Miami, North Miami Beach, Miami Shores, the Town of El Portal, and major neighborhoods including Carol City, Norland, and Biscayne Gardens. The North Area is traversed by several important corridors including I-95, Florida's Turnpike, SR-826/Palmetto Expressway, SR-9/27th Avenue, US-1 Biscayne Boulevard, SR-934/79th Street, SR-112/Airport Expressway, I-195/Julia Tuttle Causeway, Venetian Causeway, and I-395/US 41 MacArthur Causeway.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, *Miami-Dade Transportation Plan to the Year 2030*, at 111 N.W. First Street, Suite 910, Miami, Florida 33128.
Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mpo@miamidade.gov



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED.

Summer 2004



NW
Northwest

Planning Our Transportation Future



NORTHWEST TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 45% in the Northwest Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The Northwest Transportation Planning Area includes the northwestern part of Miami-Dade County west of NW 52nd Avenue and north of SW 8th Street/Tamiami Trail and Dolphin Expressway/SR 836. This area includes the cities of Doral, Hialeah, Hialeah Gardens, Sweetwater, and Miami Lakes, the Town of Medley, the Lake District, and the Doral and Airport West commercial and industrial areas. The Northwest Area is traversed by several important transportation corridors including the SR-826/Palmetto Expressway, I-75, Okeechobee Road, SW 8th Street/Tamiami Trail, and Krome Avenue.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, *Miami-Dade Transportation Plan to the Year 2030*, at 111 N.W. First Street, Suite 910, Miami, Florida 33128.
Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mpo@miamidade.gov



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED.

Summer 2004



Planning Our Transportation Future



SOUTH TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 67% in the South Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The South Transportation Planning Area in Miami-Dade County includes the county south of Kendall Drive/SW 88th Street south to the Monroe/Miami-Dade County. This area includes the cities of Homestead and Florida City, the villages of Palmetto Bay and Pinecrest, and various neighborhoods including Rockdale, Perrine, Cutler, Peters, Bel Aire, Cutler Ridge, Franjo, Goulds, Naranja, Princeton, and South Allapattah. The South Area is traversed by several important corridors, including the SR-821/Homestead Extension of Florida's Turnpike, South Dixie Highway (US-1), Killian Parkway, Old Cutler Road, and Krome Avenue.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies

For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, *Miami-Dade Transportation Plan to the Year 2030*, at 111 N.W. First Street, Suite 910, Miami, Florida 33128.
Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mpo@miamidade.gov



Miami-Dade Transportation Plan To The Year 2030

GET INVOLVED.



Summer 2004



Planning Our Transportation Future



WEST TRANSPORTATION PLANNING AREA

Updating the Plan as Miami-Dade County Grows

The Miami-Dade County Metropolitan Planning Organization (MPO) is currently updating its Transportation Plan to the Year 2030. Proposed highway, transit, bicycle, and pedestrian improvements to meet the future travel demand in Miami-Dade County are identified in the Miami-Dade Transportation Plan. This Plan guides investments to upgrade the transportation system to meet the projected travel demand for the next twenty-five years.

The county's population is expected to exceed 3.0 million and its employment base to surpass 1.5 million by 2030. The resulting transportation needs are numerous. Travel demand is expected to increase significantly over the next 26 years. The traffic that is associated with this growth, as measured in total trips, is projected to grow 37% in the West Transportation Planning Area and 43% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities.



BOUNDARIES AND CORRIDORS

The West Transportation Planning Area includes the west central section of Miami-Dade County north of Kendall Drive/SW 88th Street, south of Tamiami Trail/SW 8th Street, east of Krome Avenue, and west of SW 76th Avenue. This area includes all or portions of the Cities of Coral Gables, South Miami, West Miami, and several neighborhoods including Westwood Lakes, Kendall Lakes, Sweetwater, Fontainbleau, and Country Walk. The West Area is traversed by several important corridors including the SR-826/Palmetto Expressway, SR-874/Don Shula Expressway, SR-821/Homestead Extension of Florida's Turnpike, South Dixie Highway, and Krome Avenue.

GOALS

The goals of the Miami-Dade Transportation Plan are to develop a transportation system that optimizes the movement of people and goods while reinforcing sustainability, equitability, and environmental compatibility.

Goals for the Year 2030:

- Improve Transportation Systems & Travel
- Support Economic Vitality
- Enhance Social Benefits
- Mitigate Environmental & Energy Impacts
- Integrate Transportation with Land Use & Development Considerations
- Optimize Sound Investment Strategies



For more information, questions, or comments, please contact the Miami-Dade MPO, Project Manager, *Miami-Dade Transportation Plan to the Year 2030*, at 111 N.W. First Street, Suite 910, Miami, Florida 33128.
Phone: (305) 375-4507 • Fax: (305) 375-4950 • E-mail: mpo@miamidade.gov

APPENDIX N

YEAR 2030 LRTP ADOPTION PUBLIC HEARING ADVERTISEMENTS



PUBLIC HEARING

The Governing Board of the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area will hold a public hearing on Thursday, November 18, 2004, at 2:00 p.m. in the County Commission Chambers, Stephen P. Clark Center, 111 NW First Street, Miami, Florida for the purpose of approving:

1. AIR QUALITY CONFORMITY DETERMINATION 2030 LONG RANGE TRANSPORTATION PLAN (LRTP)

The Air Quality Conformity Determination Report for the Miami-Dade Transportation Plan to the Year 2030 in compliance with the 1990 Clean Air Act Amendment requirements.

2. 2030 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE

The Miami-Dade Long Range Transportation Plan Update to the Year 2030 has been developed to guide transportation investments in Miami-Dade County through the next twenty-five years with the purpose of achieving the best possible mobility connections in the transportation system of Miami-Dade. The Proposed 2030 Plan is comprehensive in nature and include improvements to roadways, transit facilities, bicycle, pedestrian facilities, and greenways and trails. The proposed Plan contains projects totaling over \$19 billion over the next twenty-five years.

3. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

a. SR 836/I-395

This amendment will add \$54,900.00 to the current year funding of the TIP in order to advance acquisition and support right-of-way phases for the subject project.

b. Road Impact Fee District #6

The proposed amendment will include funding for traffic studies for SW 264th Street from US-1 to SW 249th Avenue and SW 211th Street from US-1 to the Florida Turnpike. These studies will be funded through the "Continuing Programs" of Resurfacing, T.O.P.I.C.S. and Traffic Control Devices under Road Impact Fee, District 6 which includes Homestead, Florida City and Unincorporated Miami-Dade County. The proposed cost for each study is \$50,000.

Copies of the LRTP and TIP are available for public inspection from the MPO Secretariat, Stephen P. Clark Center, 111 N.W. First Street, Suite 910, Miami, Florida 33128, phone: (305) 375-4507, e-mail: mpo@miamidade.gov, website: www.miamidade.gov/mpo. It is the policy of Miami-Dade County to comply with all requirements of the American with Disability Act. For sign language interpretation, please call five days in advance.

FOR IMMEDIATE RELEASE

July 7, 2004

Media Contact:Elizabeth Rockwell
305.375.1881

**CITIZENS CAN PARTICIPATE IN THE FUTURE OF MIAMI-DADE COUNTY'S
TRANSPORTATION SYSTEM BY ATTENDING A
LONG RANGE TRANSPORTATION PLAN WORKSHOP**

(Miami-Dade County, FL) - Do you want to see more transit in your area? Would you like upgrades to your roadways? Perhaps you would like to see a bike or pedestrian trail in your neighborhood! The Miami-Dade Metropolitan Planning Organization (MPO), the agency responsible for the transportation planning process in Miami-Dade County, is updating its Long Range Transportation Plan (LRTP) and is looking for your suggestions, ideas, and comments.

The LRTP is being developed to guide federal, state, and local transportation expenditures between now and 2030. This comprehensive plan will consist of highway, transit, bicycle, pedestrian, and other type of improvements for alleviating traffic congestion.

The Plan identifies the transportation system needs and how to get there safely and efficiently. The needs of existing and future businesses and citizens are considered and a list of projects is created. Solutions will include new, creative, and innovative approaches to current transportation challenges.

Miami-Dade County has been divided into six Transportation Planning Areas (TPA) of analysis for purposes of presentation during the public meetings for the Miami-Dade Transportation Plan to the Year 2030. The six TPAs are: Beach/Central Business District (CBD); Central; Northwest; North; South; and West.

To assist the MPO in gathering citizen input, the Citizens Transportation Advisory Committee (CTAC) will be hosting the following seven public involvement workshops in the six TPAs from 6 PM to 8 PM:

- July 20, 2004 -North Dade Regional Library, 2455 NW 183 Street, Miami, FL 33056
- July 20, 2004 -Miami Lakes Library, 6699 Windmill Gate Road, Miami Lakes, FL 33014
- July 21, 2004 -Miami Beach City Hall, 1700 Convention Center Drive, Miami Beach, FL 33139
- July 21, 2004 -West Kendall Regional Library, 10201 Hammocks Blvd., Miami, FL 33196
- July 22, 2004 -South Miami City Hall, 6130 Sunset Drive, South Miami, FL 33143
- July 22, 2004 -Homestead City Hall, 790 North Homestead Blvd., Homestead, FL 33030
- July 26, 2004 -Joseph Caleb Center, 5400 NW 22nd Avenue, Miami, Florida 33142

All interested parties are invited to attend. For further information, please contact the MPO Secretariat at (305) 375-4507, e-mail: mpo@miamidade.gov, or visit the website at www.miamidade.gov/mpo.

#



FATIGE AK TOUT TRAKA. SIKILAYON MALOUK?

EDIE RETIRE MALOUK LA LADAM LA

Vini an Pèson Oswa konekte sou Televizyon Miami-Dade
Reyini Ansanm Ak Vwazen Nou Yo Pa telefòn, Faks, oswa Imel
Pou Yon Reylyon Patisipasyon An Dirèk Sou
Pwogram Amelyorasyon Transpòtasyon (TIP)
ak Plan Transpòtasyon A Lon Tèm (LRTP)

Nou bezwen pawòl pa nou nan hoze an!

Mèkredi, 24 Mas 2004

6:00 p.m. a 8:00 p.m.

Sal Konferans Komisyón (BCC Chambers)

Stephen P. Clark Center

111 N.W. 1 Street



- RÈLE (305) 375-1843
- E-MAIL mpo@miamidade.gov
- FAKS (305) 375-4950

PATWONE PA KOMITE KONSEY SITWAYEN POU TRANSPOTASYON (CTAC),
KOMITE KONSEY BISIKLET AK MOUN APYE (BPAC) AK KOMITE REVIZYON ESTETIK TRANSPOTASYON (TARC)
YON KOPI TIP A DISPONIB POU NOU WÈ OSWA TELECHAJE SOU WWW.MIAMIDADE.GOV/MPO

download the bid package (s) free of charge, from our Website ([www.miamidade.gov/dpm/](http://WWW.MIAMIDADE.GOV/DPM/)) under "Solicitations Online". Bid/proposals must be submitted in a sealed envelope or container and will be opened promptly at the submittal deadline. Bids/proposals received after the first bid/proposal envelope or container has been opened will not be opened or considered. The responsibility for submitting a bid proposal to Miami-Dade County on or before the stated time and date, is solely and strictly the responsibility of the bidder. Miami-Dade County is not responsible for delays caused by any mail, package or courier service, including the U.S mail, or caused by any other Bid proposals from prospective vendors must be received in the Clerk of the Board Office located at 111NW 1st Street, 17th Floor, Suite 202, Miami, Fl 33128, by no later than 2:00PM on the bid opening date in order to be considered. This bid solicitation is subject to the "Cone of Silence" in accordance with County Ordinance No.98-106.

The following bid (s) will open at 2:00 PM on
Wednesday April 07, 2004

1767-WS **AIR COMPRESSORS, TRAILER MOUNTED (250 SCFM MODEL)** Cost \$10.00

6740-2/07-0TR **RECORD STORAGE CONTAINERS WITH DETACHABLE LIDS** Cost \$10.00
The contract includes Bid Preference Provisions for Certified Black Business Enterprises (BBE'S).

7587-0/09 **BLOWERS (Industrial type), EXHAUST FANS, AIR CURTAINS & ACCESSORIES** Cost \$10.00

7590-3/08.ORT **LANDSCAPING & LAWN MAINTENANCE SERVICE For Human Services Department.** Cost \$10.00

This contract requires Insurance.
A pre-bid conference will be held on Tuesday March 23, 2004 at 10:00 AM at the Opalocka Center located at 16405 NW 25th Avenue, Miami, Fl. Attendance is mandatory. For specific sites, dates & start locations please see paragraph 2-8 on the Special Conditions of the Bid Package.



FATIGE AK TOUT TRAKA SIKILAYON MALOUK?

EDE RETIRE MALOUK LA LADAN LI

Vini an Pèsòn Oswa konekte sou Televizyon Miami-Dade
Reyini Ansanm Ak Vwazen Nou Yo Pa telefòn, Faks, oswa Imel
Pou Yon Reyinyon Patisipasyon An Dirèk Sou
Pwogram Amelyorasyon Transpòtasyon (TIP)
ak Plan Transpòtasyon A Lon Tèm (LRTP)

Nou bezwen pawòl pa nou nan koze an!

Mèkredi, 24 Mas 2004

6:00 p.m. a 8:00 p.m.

Sal Konferans Komisyón (BCC Chambers)

Stephen P. Clark Center

111 N.W. 1 Street



- RELE (305) 375-1843
- E-MAIL mpo@miamidade.gov
- FAKS (305) 375-4950

PATWONE PA KOMITE KONSEY SITWAYEN POU TRANSPOTASYON (CTAC),
KOMITE KONSEY BISIKLÉT AK MOUN APYE (BPAC) AK KOMITE REVIZYON ESTETIK TRANSPOTASYON (TARC)
YON KOPI TIP A DISPONIB POU NOU WÈ OSWA TELECHAJE SOU WWW.MIAMIDADE.GOV/MPO

cord

and ended up forcing me to spend money on weapons that don't fill a vital need in these times of tight budgets and new requirements."

He was particularly critical of members of Congress who engage in pork barrel politics by pressuring the Defense Department to move forward on the development of the M-1 tank and the F-14 and F-16 fighters and other weapons that "we have enough of."

Although military spending represents only 20 percent of the federal budget, it eats up approximately half of all federal discretionary spending.

With so much being spent on the military, growing federal deficits fueled by tax cuts that primarily benefits the wealthy, Bush is particularly vulnerable on domestic issues. A recent USA Today/CNN poll shows Kerry leading Bush 52 percent to 44 percent, largely because the public believes Kerry will do a better job of handling such issues as the economy, health care, education and Social Security. Bush's overall rating in the USA Today poll was 49 percent, matching his lowest rating in late January.

Republicans plan to spend \$133 million over the next few months to "redefine" Senator Kerry. If this is typical of the way they plan to do that, they are not trying to "redefine" Kerry, they are trying to mis-define him.



Tired of the Traffic Tie-up?

HELP UNDO THE KNOT

**Come In Person Or Tune Into Miami-Dade Television
(Ch. 34, or check your cable system for channel)
Join Your Neighbors By Phone, Fax or E-mail
For A Live Interactive Meeting On The
Transportation Improvement Program (TIP) and
the Long Range Transportation Plan (LRTP).**

WE NEED YOUR INPUT!

Wednesday, March 24, 2004

6:00 p.m. to 8:00 p.m.

**Commission Chambers (Downtown Miami)
Stephen P. Clark Center
111 N.W. 1 Street**

- CALL (305) 375-1843
- E-MAIL mpo@miamidade.gov
- FAX (305) 375-4950

CO-HOSTED BY CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC), BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC) & TRANSPORTATION AESTHETICS REVIEW COMMITTEE (TARC). A DRAFT OF THE TIP MAY BE VIEWED AND/OR DOWNLOADED AT www.miamidade.gov/mpo



Walgreens

Sale Thursday, March 18 thru Saturday, March 20, 2004

and much more!



ATM or Debit Cards

Walgreens Coupon

Sale Thurs. 3/18 thru Sat. 3/20/04



Tired of the Traffic Tie-up?

HELP UNDO THE KNOT

Come In Person Or Tune Into Miami-Dade Television
(Ch. 34, or check your cable system for channel)

Join Your Neighbors By Phone, Fax or E-mail
For A Live Interactive Meeting On The
Transportation Improvement Program (TIP) and
the Long Range Transportation Plan (LRTP).

WE NEED YOUR INPUT!

Wednesday, March 24, 2004

6:00 p.m. to 8:00 p.m.

**Commission Chambers (Downtown Miami)
Stephen P. Clark Center
111 N.W. 1 Street**



- CALL (305) 375-1843
- E-MAIL mpo@miamidade.gov
- FAX (305) 375-4950

CO-HOSTED BY CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC), BICYCLE
PEDESTRIAN ADVISORY COMMITTEE (BPAC) & TRANSPORTATION AESTHETICS
REVIEW COMMITTEE (TARC). A DRAFT OF THE TIP MAY BE VIEWED AND/OR
DOWNLOADED AT www.miamidade.gov/mpo

**The Miami Herald
The Herald BROWARD**

el Nuevo Herald

PUBLISHED DAILY

MIAMI, FLORIDA

**STATE OF FLORIDA
COUNTY OF DADE**

Before the undersigned authority personally appeared:

Sonia Correa

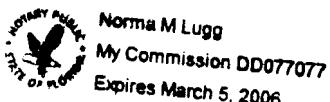
who on oath says that she is an

Account Executive

of The Miami Herald, a daily newspaper published at Miami in Dade County, Florida; that the advertisements for **Miami-Dade County** appeared in said newspaper in the issues of:

Beach Neighbors, March 21st, 2004, Pg. 29SO

Affidavit further says that the said Miami Herald is a newspaper published at Miami, in the said Dade County, Florida and that the said newspaper has heretofore been continuously published in said Dade County, Florida, each day and has been entered as second class mail matter at the post office in Miami, in said Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement.



Sworn to and subscribed before me

This 22nd day of March, 2004

The Miami Herald
The Herald BROWARD

El Nuevo Herald

PUBLISHED DAILY

MIAMI, FLORIDA

STATE OF FLORIDA
COUNTY OF DADE

Before the undersigned authority personally appeared:

Sonia Correa

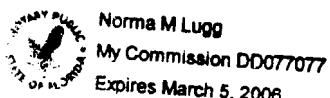
who on oath says that she is an

Account Executive

of The Miami Herald, a daily newspaper published at Miami in Dade County, Florida; that the advertisements for **Miami-Dade County** appeared in said newspaper in the issues of:

El Nuevo Herald, March 21st, 2004, Pg. 22A

Affidavit further says that the said Miami Herald is a newspaper published at Miami, in the said Dade County, Florida and that the said newspaper has heretofore been continuously published in said Dade County, Florida, each day and has been entered as second class mail matter at the post office in Miami, in said Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement.



Sworn to and subscribed before me

This 22nd day of March, 2004

The Miami Herald
The Herald BROWARD

el Nuevo Herald

PUBLISHED DAILY

MIAMI, FLORIDA

**STATE OF FLORIDA
COUNTY OF DADE**

Before the undersigned authority personally appeared:

Sonia Correa

who on oath says that she is an

Account Executive

of The Miami Herald, a daily newspaper published at Miami in Dade County, Florida; that the advertisements for **Miami-Dade County** appeared in said newspaper in the issues of:

Beach Neighbors, March 21st, 2004, Pg. 20MB
North Neighbors, March 21st, 2004, Pg. 18N
North Central Neighbors, March 21st, Pg. 12NC
North West Neighbors, March 21st, Pg. 12NW
East Neighbors, March 21st, 2004, Pg. 10E
West Neighbors, March 21st, 2004, Pg. 17W
South Neighbors, March 21st, 2004, Pg. 29SO

Affidavit further says that the said Miami Herald is a newspaper published at Miami, in the said Dade County, Florida and that the said newspaper has heretofore been continuously published in said Dade County, Florida, each day and has been entered as second class mail matter at the post office in Miami, in said Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement.



Sworn to and subscribed before me

This 31st day of March, 2004



Carolyn Mason
MY COMMISSION # DD148187 EXPIRES
September 6, 2006
BONDED THRU TROY FAIN INSURANCE, INC



**Contribuya a acabar con
los "tranques"**

Acuda en persona o sintonice a Miami-Dade Televisión
(Canal 34 o averigüe el número para el canal en
su sistema de televisión por cable)
Únase a sus vecinos por teléfono, fax o correo
electrónico en una reunión interactiva en vivo del
Programa de Obras en el Transporte (TIP, sus siglas en
inglés) y el Plan de Transporte a Largo Plazo (LRTP)

¡NECESITAMOS SU PARTICIPACIÓN!

**El miércoles 24 de marzo del 2004
de 6:00 p.m a 8:00 p.m.
en el auditorio de la Junta de Comisionados
del Condado ("downtown" de Miami)
Centro Stephen P. Clark, 111 NW 1ra Calle**

Haga saber su parecer
POR TELÉFONO AL (305) 375-1843
POR CORREO ELECTRÓNICO AL:
mpo@miamidade.gov
POR FAX AL (305) 375-4950

TAMBIÉN AUSPICIAN EL COMITÉ CÍVICO CONSULTIVO DE TRANSPORTE (CTAC, su sigla en inglés), EL COMITÉ CONSULTIVO PARA CICLISTAS Y PEATONES (BPAC, su sigla en inglés) y el COMITÉ DE REVISIÓN ESTÉTICA DEL TRANSPORTE (TARC, su sigla en inglés)
PARA VER O BAJAR LA PROPUESTA PARA EL TIP, ACUDA A WWW.MIAMIDADE.GOV/IMPO



APPENDIX O
MPO YEAR 2030 LRTP ADOPTION RESOLUTIONS

MPO RESOLUTION # 39-04**RESOLUTION APPROVING THE AIR QUALITY CONFORMITY DETERMINATION REPORT FOR THE MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2030**

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process, and

WHEREAS, the Transportation Planning Council has been established and charged with the responsibility and duty of fulfilling the aforementioned functions, and

WHEREAS, the TPC has reviewed the air quality conformity determination and finds it consistent with the federal and state requirements, and

WHEREAS, statutory regulations governing the MPO program require that the urban area long range transportation plan be the subject of a major update every three years and comply with the requirements of the Clean Air Act Amendment of 1990, and

WHEREAS, the Federal Clean Air Act Amendment require that "No department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for license or permit, or approve an activity which does not conform to an implementation plan after it has been approved or promulgated under Section 110"; and

WHEREAS, "No Metropolitan Planning Organization designated under Title 23 of the U.S. Code, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under Section 110"; and

WHEREAS, the federal air quality conformity regulation (40 Code of Federal Regulations Part 51, subpart T) requires that the conformity of the currently conforming Transportation Improvement Program (TIP) must be redetermined within six months from the date of adoption of a new or revised long range plan by MPO (40 CFR 51, 400).

WHEREAS, the projects contained in the 2030 Transportation Plan and its subset, the FY 2005-2009 TIP, do not contradict in a negative manner any specific requirements or commitments contained in the State Implementation Plan (SIP); and

WHEREAS, the Environmental Protection Agency (EPA) Conformity Rule requires that transportation plans contribute to reductions in volatile organic compounds (VOC) and nitrogen oxides (NOx) emissions in future years compared against an emissions budget; and

WHEREAS, the emissions modeling is consistent with the most recent population, employment and travel congestion estimates; and

WHEREAS, the 2025 Transportation Plan and its subset, the FY 2005-2009 TIP, would result in less VOCs and NOx emissions in all future years when compared against 1990 Base Year emissions for the Miami Urbanized area; and

WHEREAS, the emissions associated the 2030 Transportation Plan does not exceed any of the VOCs or NOx emissions budget contained in the State Implementation Plan for the Miami Urbanized Area; and

WHEREAS, the TPC has documented that the contents of the transportation plan meet the requirements of 40 CFR 93.106, and that the emission budgets used in the conformity analysis are those contained in the SIP's approved maintenance plan, and the conformity analysis meets the analysis requirements of 40 CFR 93.118.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the Miami-Dade Transportation Plan to the Year 2030 Air Quality Conformity Determination Report and the air quality conformity redetermination for current fiscal year 2005-2009 Transportation Improvement Program is hereby approved.

The foregoing resolution was offered by Board Member Javier D. Souto who moved its adoption. The motion was seconded by Board Member Dorrin D. Rolle, and upon being put to a vote, the vote was as follows:

Chairperson

Barbara M. Carey-Shuler, Ed.D-Absent

| | | | |
|---------------------------------|---------|---------------------------------|---------|
| Board Member Bruno A. Barreiro | -Aye | Board Member Joe A. Martinez | -Absent |
| Board Member Joe J. Celestin | -Absent | Board Member Raul L. Martinez | -Absent |
| Board Member Jose "Pepe" Diaz | -Absent | Board Member Dennis C. Moss | -Aye |
| Board Member Manuel A. Diaz | -Aye | Board Member Dorrin Rolle | -Aye |
| Board Member Shirley M. Gibson | -Absent | Board Member Natacha Seijas | -Aye |
| Board Member Carlos A. Gimenez | -Aye | Board Member Darryl K. Sharpton | -Aye |
| Board Member Perla T. Hantman | -Absent | Board Member Jose Smith | -Aye |
| Board Member Sally A. Heyman | -Aye | Board Member Katy Sorenson | -Aye |
| Board Member Barbara J. Jordan | -Aye | Board Member Rebeca Sosa | -Absent |
| Board Member William H. Kerdyk | -Absent | Board Member Javier D. Souto | -Aye |
| Board Member M. Ronald Krongold | -Aye | | |

The Chairperson thereupon declared the resolution duly passed and approved this 18th day of November, 2004.



MPO RESOLUTION # 40-04**RESOLUTION APPROVING THE MIAMI-DADE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030**

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process, and

WHEREAS, the Transportation Planning Council has been established and charged with the responsibility and duty of fulfilling the aforementioned functions, and

WHEREAS, statutory regulations governing the MPO program require that the urban area Long Range Transportation Plan be the subject of a major update every three years, and

WHEREAS, the TPC has reviewed the Transportation Plan made a part hereof and finds it consistent with the goals and objectives of the Transportation Plan for the Miami Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the Year 2030 Long Range Transportation Plan (LRTP) Update is hereby approved.

SECTION 2. That the SW 137th Avenue Project is removed from the proposed 2030 LRTP and that staff provide the Board with a land-use analysis for this project.

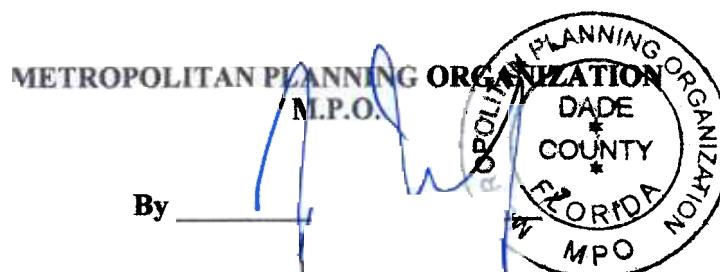
The foregoing resolution was offered by Board Member Natcha Seijas who moved its adoption. The motion was seconded by Board Member Bruno A. Barreiro, and upon being put to a vote, the vote was as follows:

Chairperson

Barbara M. Carey-Shuler, Ed.D-Absent

| | | | |
|---------------------------------|---------|---------------------------------|---------|
| Board Member Bruno A. Barreiro | -Aye | Board Member Joe A. Martinez | -Absent |
| Board Member Joe J. Celestin | -Absent | Board Member Raul L. Martinez | -Absent |
| Board Member Jose "Pepe" Diaz | -Absent | Board Member Dennis C. Moss | -Aye |
| Board Member Manuel A. Diaz | -Aye | Board Member Dorrin Rolle | -Aye |
| Board Member Shirley M. Gibson | -Absent | Board Member Natacha Seijas | -Aye |
| Board Member Carlos A. Gimenez | -Aye | Board Member Darryl K. Sharpton | -Aye |
| Board Member Perla T. Hantman | -Absent | Board Member Jose Smith | -Aye |
| Board Member Sally A. Heyman | -Aye | Board Member Katy Sorenson | -Aye |
| Board Member Barbara J. Jordan | -Aye | Board Member Rebeca Sosa | -Absent |
| Board Member William H. Kerdyk | -Absent | Board Member Javier D. Souto | -Aye |
| Board Member M. Ronald Krongold | -Aye | | |

The Chairperson thereupon declared the resolution duly passed and approved this 18th day of November, 2004.



APPENDIX P
MPO SUBCOMMITTEE AGENDAS



Chairperson
Michael Moore

Members

Frank Baron
Chuck Blowers
Jeff Cohen
Bruce Coward
Wilson Fernandez
David Fialkoff
Carl Filer
Mario G. Garcia
David Henderson
Marie Jarman
Amelia Johnson
Henry Johnson
David Korros
Delfin Molins
Kent Rice
Carlos Roa
Manuel A. Rodriguez
Jesus Sanchez
Vivian G. Villaamil
Mark R. Woerner

Non-Voting Members
Ossama Al-Aschkar
Willie Duckworth
Christina Miskis

Alternates
Frank Baumann
Bob Cincotta
Bob Daniels
Mayra Diaz
Karen McGuire
Lilia Medina
José A. Ramos

Contact information
Michael Moore
Miami-Dade MPO
111 NW First Street
Suite 910
Miami, Florida 33128
305.375.4507
305.375.4950 (fax)
mmoore@miamidade.gov
www.miamidade.gov/mpo

MEETING OF WEDNESDAY, October 29, 2003 AT 2 PM

**LONG-RANGE TRANSPORTATION PLAN
TRANSPORT 2030 STEERING COMMITTEE**

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
Conference Room 12-1

PRELIMINARY AGENDA

- I. APPROVAL OF AGENDA**
- II. APPROVAL OF MINUTES**
 - September 23, 2003
- III. STATUS REPORT ON CURRENT WORK**
 - a. MPO and Consultant Team Work Progress
 - i. Air Quality Brochure
 - ii. Public Involvement
 - iii. Socioeconomic Data
 - 1. ZDATA1 Population
 - 2. ZDATA2 Employment Data
 - 3. Schools
 - b. Modeling Subcommittee
 - i. Status of Base Year Network
 - ii. Lifestyle Trip Generation Model
- IV. DISCUSSION ITEMS**
 - Proposed LRTP Amendment Process
- V. ACTION ITEMS**
 - Goals and Objectives
- VI. INFORMATION ITEMS**
 - a. TransPlex2003 Conference
 - b. Transit Corridor Workshop & MPO meeting
 - c. Gannett Fleming FTP Site
- VII. NEXT MEETING**

TUESDAY, DECEMBER 9, 2003 – CONFERENCE ROOM 18-2



Chairperson
Michael Moore

Members

Frank Baron
Chuck Blowers
Jeff Cohen
Bruce Coward
Wilson Fernandez
David Fialkoff
Carl Filer
Mario G. Garcia
David Henderson
Marie Jarman
Amelia Johnson
Henry Johnson
David Korros
Delfin Molins
Kent Rice
Carlos Roa
Manuel A. Rodriguez
Jesus Sanchez
Vivian G. Villaamil
Mark R. Woerner

Non-Voting Members
Ossama Al-Aschkar
Willie Duckworth
Christina Miskis

Alternates
Frank Baumann
Bob Cincotta
Bob Daniels
Mayra Diaz
Karen McGuire
Lilia Medina
José A. Ramos

Contact information
Michael Moore
Miami-Dade MPO
111 NW First Street
Suite 910
Miami, Florida 33128
305.375.4507
305.375.4950 (fax)
mmoore@miamidade.gov
www.miamidade.gov/mpo

MEETING OF TUESDAY, December 9, 2003 AT 2 PM
LONG-RANGE TRANSPORTATION PLAN
TRANSPORT 2030 STEERING COMMITTEE

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
Conference Room 18-2

PRELIMINARY AGENDA

- I. APPROVAL OF AGENDA**
- II. APPROVAL OF MINUTES**
 - October 29, 2003
- III. STATUS REPORT ON CURRENT WORK**
 - a. MPO and Consultant Team Work Progress
 - i. Air Quality Brochure
 - ii. Public Involvement
 - iii. Revised Socioeconomic Data
 - 1. ZDATA1 Population
 - 2. ZDATA2 Employment Data
 - b. Modeling Subcommittee
 - i. Traffic Counts
 - ii. Highway Network
 - iii. Transit Network
 - iv. Preliminary Validation Results
- IV. INFORMATION ITEMS**
 - a. Model Task Force
 - b. December MPO Meeting
 - i. Goals and Objectives
 - ii. Proposed LRTP Amendment Process
- V. NEXT MEETING**

WEDNESDAY, JANUARY 28, 2004



Chairperson
Michael Moore

Members

Frank Baron
Chuck Blowers
Jeff Cohen
Bruce Coward
Wilson Fernandez
David Fialkoff
Carl Filer
Mario G. Garcia
David Henderson
Marie Jarman
Amelia Johnson
Henry Johnson
David Korros
Delfin Molins
Kent Rice
Carlos Roa
Manuel A. Rodriguez
Jesus Sanchez
Vivian G. Villaamil
Mark R. Woerner

Non-Voting Members
Ossama Al-Aschkar
Willie Duckworth
Christina Miskis

Alternates

Frank Baumann
Bob Cincotta
Bob Daniels
Mayra Diaz
Karen McGuire
Lilia Medina
José A. Ramos

Contact information

Michael Moore
Miami-Dade MPO
111 NW First Street
Suite 910
Miami, Florida 33128
305.375.4507
305.375.4950 (fax)
mmoore@miamidade.gov
www.miamidade.gov/mpo

MEETING OF WEDNESDAY, January 28, 2004 AT 2 PM

**LONG-RANGE TRANSPORTATION PLAN
TRANSPORT 2030 STEERING COMMITTEE**

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
Conference Room 18-2

PRELIMINARY AGENDA

- I. APPROVAL OF AGENDA**
- II. APPROVAL OF MINUTES**
 - December 9, 2003
- III. STATUS REPORT ON CURRENT WORK**
 - a. MPO and Consultant Team Work Progress
 - i. Air Quality Brochure
 - ii. Public Involvement
 - iii. Socioeconomic Data
 - 1. 2000 SE Data Review (Per Frank's request)
 - 2. 2030 SE Data Status
 - b. Model Validation
 - c. E + C NetworkStatus of Base Year Network
 - i. Highway Network
 - ii. Transit Network
- IV. DISCUSSION ITEMS**
 - Non Motorized Vehicles
- V. ACTION ITEMS**
- VI. INFORMATION ITEMS**
- VII. NEXT MEETING**

TUESDAY, February 17, 2003 – CONFERENCE ROOM 18-4



Chairperson
Carlos Roa

Members

Frank Baron
Chuck Blowers
Winsome Bowen
Jeff Cohen
Bruce Coward
Wilson Fernandez
Carl Filer
Mario G. Garcia
David Henderson
Amelia Johnson
David Korros
Alfred Lurigados
Lilia Medina
Delfin Molins
Kent Rice
Jonathan Roberson
Manuel A. Rodriguez
Vivian G. Villaamil
Mark R. Woerner

Non-Voting Members
Ossama Al-Aschkar
Willie Duckworth
Christina Miskis

Alternates

Bill Austin
Paola Baez
Frank Baumann
Arturo Bolivar
Bob Daniels
Mayra Diaz
Marie Jarman
Karen McGuire
José A. Ramos

Contact information

Carlos Roa
Miami-Dade MPO
111 NW First Street
Suite 910
Miami, Florida 33128
305.375.4507
305.375.4950 (fax)
RCF@miamidade.gov
www.miamidade.gov/mpo

MEETING OF Tuesday September 22, 2004 AT 10:00 AM

**LONG-RANGE TRANSPORTATION PLAN
TRANSPORT 2030 STEERING COMMITTEE**

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
12 Floor Front Conference Room

PRELIMINARY AGENDA

I. APPROVAL OF AGENDA

II. APPROVAL OF MINUTES

- August 16, 2004 Steering Committee No. 14
- August 24, 2004 Steering Committee No. 15

III. DISCUSSION ITEMS

- 2030 LRTP Cost Feasible Plan Priorities
- Regional Plan
- Air Quality Determination
- TPC / MPO Meeting
- Other

IV. NEXT MEETING

No additional meetings are scheduled. The MPO Project Manager will notify you if additional meetings are scheduled.



Citizens' Transportation
Advisory Committee
of the Miami-Dade Metropolitan
Planning Organization

Chairperson
Mike Hatcher

First Vice-Chairperson
Norman Wartman

Second Vice-Chairperson
Naomi Wright

Members
Rolando Acosta
Andrew Burgess
Wendy Carr
Kenneth Carsto
Rafael Casals
Joseph M. Corradino
José de Almagro
Carlos Diaz Padron
Willie Duckworth
Daniel Fils-Aime
Joseph Fontana
José Garrido
Hudson Gaulman, Jr.
Mac Glasgow
Frank Hernandez
Peggy Hollander
Ramon Irigoyen
Marlon L. Kelly, Sr.
Mario Martinez-Malo
Kimberly Miller
Martin Nash
Emma Pringle
Ramon Ramos
Paul Schwiep
Lee Swerdlin
Janak Thakkar
Jeffrey Wander
John Westbrook
Andrea Young
Frank Zeinali

Honorary Member
Dorothy Cissel (*late*)

Contact Information
Elizabeth Rockwell
Miami-Dade MPO
111 NW First St. #910
Miami, Florida 33128
305.375.1881
305.375.4950 (fax)
erock@miamidade.gov
www.miamidade.gov/mpo



**MEETING OF WEDNESDAY, OCTOBER 6, 2004
FROM 5:30 – 8:00 PM**

CITIZENS' TRANSPORTATION ADVISORY COMMITTEE

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
18th FLOOR – ROOM 2 (18-2)

JOINT SUBCOMMITTEE

Agenda

- I. APPROVAL OF FULL AGENDA**
- II. COMMENTS FROM PUBLIC – 3 Minutes Each**

SPECIAL SUBCOMMITTEE

Subcommittee Chair: Mr. Mike Hatcher

- 1. MIAMI-DADE COUNTY LONG RANGE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030 – Carlos Roa**
- 2. PTP MATCHING FEDERAL FUNDS UPDATE**
- 3. ADJOURN SUBCOMMITTEE**

TRANSIT SUBCOMMITTEE

Subcommittee Chair: Mr. Lee Swerdlin

- 1. MIAMI BEACH ELECTROWAVE SYSTEM STUDY UPDATE**
- 2. ADJOURN SUBCOMMITTEE**

III. NEW BUSINESS TO BE PLACED ON THE CTAC WORKING LIST

IV. ADJOURNMENT



Citizens' Transportation
Advisory Committee
of the Miami-Dade Metropolitan
Planning Organization

Chairperson
Mike Hatcher

First Vice-Chairperson
Norman Wartman

Second Vice-Chairperson
Naomi Wright

Members
Rolando Acosta
Andrew Burgess
Wendy Carr
Kenneth Carsto
Rafael Casals
Joseph M. Corradino
José de Almagro
Carlos Diaz Padron
Willie Duckworth
Daniel Fils-Aime
Joseph Fontana
José Garrido Jr.
Hudson Gaulman, Jr.
Mac Glasgow
Frank Hernandez
Peggy Hollander
Ramon Irigoyen
Marlon L. Kelly, Sr.
Mario Martinez-Malo
Kimberly Miller
Martin Nash
Emma Pringle
Ramon Ramos
Paul Schwiep
Lee Swerdlin
Janak Thakkar
Jeffrey Wander
John Westbrook
Andrea Young
Frank Zeinali

Honorary Member
Dorothy Cissel (*late*)

Contact Information
Elizabeth Rockwell
Miami-Dade MPO
111 NW First St. #910
Miami, Florida 33128
305.375.1881
305.375.4950 (fax)
erock@miamidade.gov
www.miamidade.gov/mpo



MEETING OF WEDNESDAY, OCTOBER 20, 2004 AT 5:30 – 8:00 PM

CITIZENS' TRANSPORTATION ADVISORY COMMITTEE

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
COUNTY COMMISSION CHAMBERS

AGENDA

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES - *Meeting of September 22, 2004*
- III. WELCOME NEW MEMBERS
- IV. PUBLIC COMMENT - *3 Minutes Each Speaker*
- V. DRAFT RESOLUTIONS FROM SUBCOMMITTEE
 - A. CTAC RESOLUTION 23-04 RECOMMENDING APPROVAL OF THE LONG RANGE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030 AND CERTIFYING COMPLIANCE WITH THE CLEAN AIR ACT AMENDMENT OF 1990
- VI. ACTION ITEMS
 - A. DISCUSSION ON RESOLUTION REGARDING STUDYING SCHOOL FLASHERS – *Mike Hatcher*
- VII. INFORMATION ITEMS
 - A. MIAMI BEACH ELECTROWAVE SYSTEM STUDY UPDATE – *Steve Reich, CUTR*
 - B. EVERGLADES SKYWAY PRESENTATION – *Jonathan Ullman, Sierra Club*
- VIII. CHAIRMAN'S REPORT TO THE COMMITTEE
- IX. CTAC SECRETARIAT'S REPORT
- X. MEMBER REPORTS ON OTHER MEETINGS RELATED TO TRANSPORTATION
- XI. NEW BUSINESS TO BE PLACED ON THE CTAC WORKING LIST
- XII. ADJOURNMENT

MPO Committee Meeting Dates:

| | |
|---------------------|------------|
| CTAC Subcommittee | 11/03/04 |
| CTAC Full Committee | 11/17/04 |
| MPO Governing Board | 11/18/04 |
| TPC | 11/08/04 |
| TPTAC | No Meeting |
| BPAC | 11/17/04 |
| TARC | 11/03/04 |



Chairperson
Michael Moore

Members

Frank Baron
Chuck Blowers
Jeff Cohen
Bruce Coward
Wilson Fernandez
David Fialkoff
Carl Filer
Mario G. Garcia
David Henderson
Marie Jarman
Amelia Johnson
Henry Johnson
David Korros
Delfin Molins
Kent Rice
Carlos Roa
Manuel A. Rodriguez
Jesus Sanchez
Vivian G. Villaamil
Mark R. Woerner

Non-Voting Members
Ossama Al-Aschkar
Willie Duckworth
Christina Miskis

Alternates
Frank Baumann
Bob Cincotta
Bob Daniels
Mayra Diaz
Karen McGuire
Lilia Medina
José A. Ramos

Contact information
Michael Moore
Miami-Dade MPO
111 NW First Street
Suite 910
Miami, Florida 33128
305.375.4507
305.375.4950 (fax)
mmoore@miamidade.gov
www.miamidade.gov/mpo

MEETING OF WEDNESDAY, October 29, 2003 AT 2 PM

**LONG-RANGE TRANSPORTATION PLAN
TRANSPORT 2030 STEERING COMMITTEE**

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
Conference Room 12-1

PRELIMINARY AGENDA

- I. APPROVAL OF AGENDA**
- II. APPROVAL OF MINUTES**
 - September 23, 2003
- III. STATUS REPORT ON CURRENT WORK**
 - a. MPO and Consultant Team Work Progress
 - i. Air Quality Brochure
 - ii. Public Involvement
 - iii. Socioeconomic Data
 - 1. ZDATA1 Population
 - 2. ZDATA2 Employment Data
 - 3. Schools
 - b. Modeling Subcommittee
 - i. Status of Base Year Network
 - ii. Lifestyle Trip Generation Model
- IV. DISCUSSION ITEMS**
 - Proposed LRTP Amendment Process
- V. ACTION ITEMS**
 - Goals and Objectives
- VI. INFORMATION ITEMS**
 - a. TransPlex2003 Conference
 - b. Transit Corridor Workshop & MPO meeting
 - c. Gannett Fleming FTP Site
- VII. NEXT MEETING**

TUESDAY, DECEMBER 9, 2003 – CONFERENCE ROOM 18-2



**Transportation Planning
Council
of the Miami-Dade
Metropolitan Planning
Organization**

Chairperson
Jose Luis Mesa

Aviation
Angela Gittens

DERM
John Renfrow

MDX
Servando M. Parapar

Public Schools
Vivian Villaamil

Planning & Zoning
Diane O'Quinn-Williams

Public Works
Aristides Rivera

Seaport
Charles A. Towsley

Transit
Roosevelt Bradley

Dade League of Cities
Gary Brown

City of Hialeah
Jorge E. Hernandez

City of Miami
Mary H. Conway

City of Miami Gardens
Jay Marder

City of North Miami
Clarance Patterson

City of Miami Beach
Fred Beckman

SRFTA (Tri-Rail)
Michael Williams

Florida D.E.P.
Bruce Offord

Florida D.O.T.
Gary L. Donn
Javier Rodriguez

Contact information
Miami-Dade MPO
111 NW First Street
Suite 910
Miami, Florida 33128
305.375.4507
305.375.4950 (fax)
mpo@miamidade.gov
www.co.miami-dade.fl.us/mpo



MEETING OF MONDAY NOVEMBER 8th, 2004 AT 2:00 PM

TRANSPORTATION PLANNING COUNCIL

STEPHEN P. CLARK CENTER
111 NW FIRST STREET

18th FLOOR CONFERENCE ROOM 2

AGENDA

I. APPROVAL OF AGENDA

II. APPROVAL OF MINUTES

- Meeting of October 12, 2004

III. MPO COMMITTEES UPDATE

- A. CITIZEN TRANSPORTATION ADVISORY COMMITTEE (CTAC)
- B. BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)
- C. TRANSPORTATION AESTHETICS REVIEW COMMITTEE (TARC)
- D. FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC)

IV. ACTION ITEMS

A. 2030 LONG RANGE TRANSPORTATION PLAN (LRTP) AIR QUALITY CONFORMITY DETERMINATION

RESOLUTION RECOMMENDING APPROVAL OF THE AIR QUALITY CONFORMITY DETERMINATION REPORT FOR THE MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2030 (*MPO SECRETARIAT*)

B. 2030 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE

RESOLUTION RECOMMENDING APPROVAL OF THE MIAMI-DADE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030 (*MPO SECRETARIAT*)

C. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM

RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO FISCAL YEAR 2005 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING FOR TRAFFIC STUDIES FOR SW 264TH STREET FROM US-1 TO SW 149TH AVENUE AND SW 211TH STREET FROM US-1 TO THE FLORIDA TURNPIKE (*PUBLIC WORKS DEPARTMENT*)

D. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM

RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD FUNDING TO STATE ROAD 836/I-395 PROJECT TO ACCOMPLISH THE ADVANCED ACQUISITION AND SUPPORT OF RIGHT-OF-WAY PHASES (*FLORIDA D.O.T.*)

E. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM

RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TIP TO INCLUDE FUNDING FOR IMPROVEMENTS ON STATE ROAD 856/WILLIAM LEHMAN CAUSEWAY (*FLORIDA D.O.T.*)

F. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM

RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TIP TO INCLUDE ROLL-FORWARD PROJECTS THAT WERE ORIGINALLY SCHEDULED IN THE STATE FISCAL YEAR 2004 TIP FOR AUTHORIZATION AND WERE NOT OBLIGATED BY JUNE 30, 2004 (*FLORIDA D.O.T.*)

- G. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM**
RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TIP TO INCLUDE THE MIAMI INTERMODAL CENTER-EARLINGTON HEIGHTS METRORAIL CONNECTOR (*FLORIDA D.O.T.*)
- H. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM**
RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TIP TO INCLUDE THE KENDALL TOWN CENTER-TRANSIT HUB (*FLORIDA D.O.T.*)
- I. AMENDMENT TO THE FORMAT OF THE MUNICIPAL GRANT PROGRAM INTERLOCAL AGREEMENTS**
RESOLUTION AMENDING THE MUNICIPAL GRANT PROGRAM AWARD GRANT APPLICATION PROCEDURE TO INCLUDE NEW REQUIREMENTS (*MPO SECRETARIAT*)
- J. AMENDMENT TO THE TRANSPORTATION ENHANCEMENTS PROGRAM REQUIREMENTS**
RESOLUTION ENDORSING AN AMENDMENT TO THE TRANSPORTATION ENHANCEMENTS PROGRAM PROCESS TO INCLUDE CRITERIA THAT ENSURE PROJECTS ARE IMPLEMENTED IN A TIMELY MANNER (*MPO SECRETARIAT*)
- K. INTERLOCAL AGREEMENT**
RESOLUTION RECOMMENDING APPROVAL OF AN INTERLOCAL AGREEMENT BETWEEN THE METROPOLITAN PLANNING ORGANIZATION (MPO) AND FLORIDA INTERNATIONAL UNIVERSITY (FIU) METROPOLITAN CENTER TO PREPARE THE ANNUAL AND QUARTERLY MPO NEWSLETTER (*MPO SECRETARIAT*)
- L. FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**
RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING FROM ROAD IMPACT FEE DISTRICT 6 FOR IMPROVEMENTS ON CARD SOUND ROAD FROM US-1 TO MIAMI-DADE/MONROE COUNTY LINE (*PUBLIC WORKS DEPARTMENT*)
- V. INFORMATION ITEMS**
- A. REQUEST BY CITT TO EXPAND THE SCOPE OF THE PROPOSED SCHOOL FLASHING SIGNALS STUDY
 - B. FDOT DRAFT STRATEGIC INTERMODAL SYSTEM (SIS): STATUS REPORT
 - C. SUNNY ISLES BEACH PEDESTRIAN/BICYCLE GREENWAY BRIDGE FEASIBILITY STUDY
 - D. CONNECTING TRANSIT CENTERS STUDY
 - E. RAIL CONVERTIBILITY STUDY RECOMMENDATIONS
- VI. CORRESPONDENCE**



Governing Board

Chairperson

Barbara Carey-Shuler,
Ed.D.

Voting Members

Bruno A. Barreiro
Joe J. Celestin
Jose "Pepe" Diaz
Manuel A. Diaz
Betty T. Ferguson
Shirley M. Gibson
Perla T. Hantman
Sally A. Heyman
William H. Kerdyk
M. Ronald Krongold
Joe A. Martinez
Raul L. Martinez
Jimmy L. Morales
Dennis C. Moss
Dorrin D. Rolle
Natacha Seijas
Darryl K. Sharpton
Jose Smith
Katy Sorenson
Rebeca Sosa
Javier D. Souto

Non-Voting Members

(FDOT District VI)
John Martinez, P.E.
Gary L. Donn, P.E.

County Mayor

Alex Penelas

County Manager

George M. Burgess

Assistant County Manager

Bill Johnson

MPO Secretariat Director

Jose Luis Mesa, Ph.D.

Contact information

Miami-Dade MPO
111 NW First Street
Suite 910
Miami, Florida 33128
305.375.4507
305.375.4950 (fax)
mpo@miamidade.gov
www.miamidade.gov/mpo

METROPOLITAN PLANNING ORGANIZATION GOVERNING BOARD

MEETING OF THURSDAY, NOVEMBER 18, 2004 AT 2:00 PM

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
COUNTY COMMISSION CHAMBERS

AGENDA

1. APPROVAL OF AGENDA
2. APPROVAL OF MINUTES
 - October 18, 2004
3. MPO COMMITTEES AND SPECIAL REPORTS

- a. CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)
- b. TRANSPORTATION AESTHETICS REVIEW COMMITTEE (TARC)
- c. BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)
- d. FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC)
- e. MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)
 - 1. MDX Status Report
 - 2. Presentation on State Road 836 Extension to 137th Avenue

4. PUBLIC HEARING ITEMS:

- a. **2030 LONG RANGE TRANSPORTATION PLAN (LRTP) AIR QUALITY CONFORMITY DETERMINATION**
RESOLUTION APPROVING THE AIR QUALITY CONFORMITY DETERMINATION REPORT FOR THE MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2030
- b. **2030 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE**
RESOLUTION APPROVING THE MIAMI-DADE TRANSPORTATION PLAN UPDATE TO THE YEAR 2030
- c. **FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM**
RESOLUTION APPROVING AN AMENDMENT TO FISCAL YEAR 2005 TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE FUNDING FOR TRAFFIC STUDIES FOR SW 264TH STREET FROM US-1 TO SW 149TH AVENUE AND SW 211TH STREET FROM US-1 TO THE FLORIDA TURNPIKE
- d. **FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM**
RESOLUTION APPROVING AN AMENDMENT TO THE FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM TO ADD FUNDING TO STATE ROAD 836/I-395 PROJECT FOR THE ADVANCED ACQUISITION AND SUPPORT OF RIGHT-OF-WAY PHASES
- e. **FY 2005 TRANSPORTATION IMPROVEMENT PROGRAM**
RESOLUTION APPROVING AN AMENDMENT TO THE FY 2005 TIP TO INCLUDE FUNDING FOR IMPROVEMENTS ON STATE ROAD 856/WILLIAM LEHMAN CAUSEWAY

5. ACTION ITEM:

a. INTERLOCAL AGREEMENT

RESOLUTION APPROVING AN INTERLOCAL AGREEMENT BETWEEN THE METROPOLITAN PLANNING ORGANIZATION AND FLORIDA INTERNATIONAL UNIVERSITY (FIU) METROPOLITAN CENTER TO PREPARE THE ANNUAL AND QUARTERLY MPO NEWSLETTERS

6. REPORTS:

a. MPO BOARD MEMBERS

1. Request by Board Member Dennis C. Moss: Golden Glades Interchange/Toll Plaza Update

b. COUNTY MANAGER

- c. FLORIDA DEPARTMENT OF TRANSPORTATION (DISTRICT VI)
- d. MPO SECRETARIAT

APPENDIX Q
AGENCY COMMENTS ON DRAFT
CONFORMITY DETERMINATION REPORT



Florida Department of Transportation

JEB BUSH
GOVERNOR

OFFICE OF PLANNING - DISTRICT SIX
1000 N.W. 111 AVENUE, MIAMI, FLORIDA 33172
PHONE: (305) 470-5479 (SC) 429-5479
FAX: (305) 470-6737 (SC) 429-6737

JOSÉ ABREU
SECRETARY

October 20, 2004

Mr. Carlos Roa
Project Manager
Long Range Transportation Plan
Miami Metropolitan Planning Organization
111 N.W. 1st Street
Miami Florida 33128

Dear Mr. Roa:

Thank you for opportunity to review the Miami-Dade MPO's Long Range Transportation Plan air quality conformity data. The following comments, compiled by Phil Steinmiller and me, are based on the draft Air Quality Conformity Determination Summary report, dated October 1, 2004, provided by the MPO, and prepared by Gannett Fleming.

1. General Comment: There are many instances where references to page numbers, maps, tables and appendices elsewhere in the report are not correct or are missing altogether. Please review the document and correct all such inconsistencies.
2. There is some confusion as to which plan update the report refers to, e.g., on page 8, Item 10, 6th line, the report refers to Year 2025 LRTP, but it seems that it should be 2030.
3. On page 11, Item 23, the report discusses projects being amended in the 2030 plan. How is the plan being amended if it is not yet adopted?. Does this refer to TIP amendments?
4. On page 11, Item 24, the report refers to the 2025 plan, and its subset the 2005-2009 TIP. The TIP subset of the 2025 plan was for years 2002-2006.
5. The HPMS factor is referenced incorrectly four times in the document. These references occur at the bottom of page 5, at the end of Item 27, on page 12, in Item 31, on page 13, and again at the top of page 15. The factor referenced in the document is 0.999079. However, the text indicates that the HPMS VMT (46,216,790) is divided by the EMIS VMT (45,258,452), or

$$\frac{46,216,790}{45,258,452} = 1.0211748$$

Either the text is incorrect, or the factor is calculated incorrectly

Mr. Carlos Roa
October 20, 2004
Page 2

6. The second paragraph under Item 19, on page 10, is incorrect. The MPO representative was not available for the referenced teleconference, and the RTP and TIP were not discussed. Communication with air agencies occurred after the teleconference via e-mail.

There are a few additional minor comments which we have noted on the document pages, and we will provide these to you, separately, for your consideration.

If you wish to discuss any of the points raised in this letter, please let Phil or me know. Thank you.

Sincerely,

David Korros, AICP
Assistant Planning Manager

Cc: Sabrina David, FHWA
 LeeAnn Jacobs, FHWA
 Elizabeth Martin, FTA
 Lynorae Benjamin, EPA
 Brian Pessaro, FDOT
 Phil Steinmiller, FDOT

FHWA Comments November 3, 2004

From: Jacobs, LeeAnn [mailto:LeeAnn.Jacobs@fhwa.dot.gov]

Sent: Wednesday, November 03, 2004 1:39 PM

To: Roa, Carlos (MPO)

Cc: jlm1@miamidade.gov; irm@co.miami-dade.fl.us; David, Sabrina; brian.pessaro@dot.state.fl.us; Powell.Alan@epamail.epa.gov; david.korros@dot.state.fl.us; janet.seitlin@dot.state.fl.us; Kendall, Cathy

Subject: Miami-Dade CDR and LRTP Summary comments

Importance: High

Carlos, I have reviewed the subject documents and FDOT's comments to them, and have the following additional comments:

CDR:

Page 2, List of Tables, "Emissions" is misspelled.

Page 4, Table 1, the NOX and VOC budgets for 2000 are less than the NOX and VOC totals shown. Item 8 states that the emissions for each horizon year are less than the 1999 base year inventory. The 1999 base year numbers are not included. Which base year is correct, 1999 or 2000? Table 1 should be revised accordingly.

Page 5, second paragraph, "period" is misspelled.

Page 2, Item 2, invalid page numbers shown for location of Emissions Reduction Summary Tables and synopsis of results.

Page 8, Item 10, the year 2015 is listed twice.

Page 8, Item 11, last sentence doesn't make sense.

Page 9, Item 12, please note that EPA does not "approve" or make the conformity determinations for LRTPs or TIPs. FHWA and FTA are the approving agencies for conformity determinations, in consultation with EPA.

Page 9, Item 15, first paragraph, "sync" is misspelled.

Page 10, Item 18 needs a period at the end of the sentence.

Page 10, Item 19, last paragraph, FDOT District 8? If that is central office, it was listed prior. Omit "e" before "local".

Page 13, Item 30, I do not see any WPI numbers indicated in Appendix C as stated.

Page 17, Goal 3, "understanding" should be "understandable".

LRTP Summary Document:

Introduction, second paragraph states that the Plan was developed using the latest planning assumptions. It is expected that these assumptions will be spelled out in the LRTP document.

Page 2, Plan Development Process, states that the draft Plan was based on defined priority needs and projected financial revenues and included technical and public involvement activities. Again, these needs and projections should part of the LRTP document.

Page 5, Public Involvement, states that a Public Involvement Plan and Program was developed related to the LRTP. This Plan should be part of the LRTP documentation.

Page 6, Goals and Objectives, have these been revised from the last Plan?

Page 7, Goal V., bullets dots should be deleted in a few places

Page 7, New Elements, first bullet, needs uniform font style and size.

Page 10, third paragraph, delete ~~ed~~ before ~~as follows:~~

What are the estimated costs of the projects listed in Table 3, and how were they determined?

AQ analysis years are listed as 2005, 2010, 2025, and 2030~~2010~~ should be ~~2015~~.

Per the information provided on page 10, the AQ analysis years and the priority funding years do not match. Some distinction as to what projects are to be open during which analysis year needs to be included to ensure that analysis years are not crossed. For instance, Priority III and IV projects are to be funded between 2016 and 2030, but there are two AQ analysis years during that timeframe, 2025 and 2030. Those projects opened by 2025 should be included in the 2025 analysis. Similarly, the projects to be opened between 2025 and 2030 should be included in the 2030 analysis year.

Thank you for the opportunity to comment on the draft summary documents. I look forward to receiving your complete final documents.

Lee Ann Jacobs, AICP
Transportation Planner, FHWA
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Phone: (850) 942-9650 ext. 3013
Fax (850) 942-8308
leeann.jacobs@fhwa.dot.gov